SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

SOUTHERN PACIFIC COMPANY

PORTLAND-SHASTA DIVISION SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, APRIL 26, 1964
AT 12:01 A. M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

M. A. McINTYRE,
General Manager.

R. D. SPENCE,
S. B. BURTON,
Assistant General Managers.

J. P. GRIFFIN,
General Superintendent of Transportation.

J. J. WILLIS,
Superintendent of Transportation.

A. W. KILBORN,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. John W. Bradshaw	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope	Oculist and Aurist
Medford	Dr. W. G. Bishop	District Physician and Surgeon
Medford	Dr. J. T. Weisel	Oculist
Medford	Dr. F. C. Lorish	Asst. Dist. Physician and Surgeon
Grants Pass	Dr. A. L. Forsgren	District Physician and Surgeon
Grants Pass	Dr. Robert F. Hawley	District Physician and Surgeon
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist
Roseburg	Dr. R. W. Pearson	District Physician and Surgeon
Roseburg	Dr. Harvey Kring	Oculist and Aurist
Sutherlin	Dr. J. J. Grabow	District Physician and Surgeon
Oakland	Dr. J. J. Grabow	District Physician and Surgeon
Glendale	Dr. C. L. Plansoen	District Physician and Surgeon
Riddle	Dr. Edwin Everett	Emergency Surgeon
Cottage Grove	Dr. J. T. Abbott	District Physician and Surgeon
Cottage Grove	Dr. D. A. Morris	Asst. Dist. Physician and Surgeon
Springfield	Dr. Melvin S. Jones	District Physician and Surgeon
Westfir-Oakridge	Dr. Charles F. Holland, Jr.	Asst. Dist. Physician and Surgeon
Westfir-Oakridge	Dr. M. W. Poole	Emergency Physician and Surgeon
Eugene	Dr. C. D. Thompson	Division Physician and Surgeon
Eugene	Dr. James Bradley	District Physician and Surgeon
Eugene	Dr. T. M. Lundy	District Physician and Surgeon
Eugene	Dr. John Kuykendall	District Physician and Surgeon
Eugene	Dr. Thomas Kerns	District Physician and Surgeon
Eugene	Dr. George W. Teller	District Physician and Surgeon
Eugene	Dr. J. W. Bishop	Asst. Dist. Physician and Surgeon
Eugene	Dr. L. D. Leslie	Associate Dist. Physician & Surgeon
Eugene	Dr. A. H. Norton	Oculist and Aurist
Eugene	Dr. C. D. Parkinson	Oculist and Aurist
Junction City	Dr. H. Lee Harris	District Physician and Surgeon
Albany	Dr. G. W. Bohl	District Physician and Surgeon
Albany	Dr. W. H. Alden	Associate Dist. Physician & Surgeon
Salem	Dr. E. S. Fortner	District Physician and Surgeon
Salem	Dr. M. K. Crothers	Associate Dist. Physician & Surgeon
Salem	Dr. W. C. Crothers	Asst. Dist. Physician and Surgeon
Salem	Dr. W. W. Baum	Associate Oculist and Aurist
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist
Salem	Dr. W. A. Fairfax, Jr.	Assistant Oculist and Aurist
Salem	Dr. J. Moreland	Assistant Oculist
Salem	Dr. E. Dunham	Assistant Oculist and Aurist
Woodburn	Dr. Gerald B. Smith	District Physician and Surgeon
Silverton	Dr. V. E. Pettit	Emergency Surgeon
Aurora	Dr. B. F. Giesy	Emergency Surgeon
Myrtle Creek	Dr. C. W. Fletcher	Emergency Surgeon
Canby	Dr. J. F. Dinsmore	Emergency Physician and Surgeon
Hubbard	Dr. Benjamin F. Giesey	Emergency Surgeon
Oregon City	Dr. James H. Gerow	Emergency Surgeon
Oregon City	Dr. H. E. Schlegel, Jr.	Oculist
Oregon City	Dr. E. N. McLean	Oculist
Portland	Dr. A. L. Mundal	Division Physician and Surgeon
Portland	Dr. A. T. Morrison	District Physician and Surgeon
Portland	Dr. Minor Nichols	District Physician and Surgeon
Portland	Dr. Jerome Goldman	Oculist
Oswego	Dr. Wm. H. Cane	Emergency Physician and Surgeon
Reedsport	Dr. D. L. Courtney	Emergency Physician and Surgeon
Florence	Dr. N. J. Dunn	Emergency Physician and Surgeon
North Bend	Dr. Ennis Keizer	District Physician and Surgeon
Coos Bay	Dr. D. S. Johnson	District Physician and Surgeon
Mapleton	Dr. Rollin M. Falk	Emergency Surgeon
Coquille	Dr. P. T. Wolfe	Emergency Surgeon
Myrtle Point	Dr. H. H. Thomas	Emergency Physician and Surgeon
Mill City	Dr. D. W. Reid	Emergency Physician and Surgeon
Lebanon	Dr. Norman E. Irvine	District Physician and Surgeon
Brownsville	Dr. B. J. D'Armond	Emergency Surgeon
Toledo	Dr. O. N. Callender	District Physician and Surgeon
Newberg	Dr. C. C. Peterson	Emergency Surgeon
Newberg	Dr. Chester Bump	Emergency Surgeon
Beaverton	Dr. C. E. Mason	District Physician and Surgeon
Hillsboro	Dr. W. H. Piercy	Emergency Physician and Surgeon
Hillsboro	Dr. M. J. Robb	Emergency Physician and Surgeon
Forest Grove	Dr. C. L. Kaufman	District Examiner and Surgeon
Carlton	Dr. V. C. Staats	Emergency Surgeon
McMinnville	Dr. A. G. Noble	Oculist and Aurist
Independence	Dr. Donald H. Searing	District Physician and Surgeon
Independence	Dr. Richard Brust	Assistant District Surgeon
Corvallis	Dr. Waldo W. Ball	District Physician and Surgeon
Corvallis	Dr. Verne S. Gearey	Assistant District Surgeon
Dallas	Dr. E. A. Flaming	Dist. Physician and Surgeon
Wheeler	Dr. I. E. Schneider	Emergency Surgeon
Drain	Dr. W. E. Wiltse	Emergency Surgeon
McMinnville	Dr. James D. Treneman	Emergency Surgeon
Dunsmuir	Dr. H. B. Chappell	District Physician and Surgeon
Mt. Shasta	Dr. J. P. Geyman	District Physician and Surgeon
Mt. Shasta	Dr. R. E. McFarlane	District Physician and Surgeon
Mt. Shasta	Dr. D. D. Todorovic	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Weed	Dr. H. L. Vidricksen	Emergency Surgeon
Weed	Dr. Victor J. Thompson	Emergency Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. J. W. Bradshaw	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope	Oculist and Aurist
Klamath Falls	Dr. R. H. Engelcke	District Physician and Surgeon
Klamath Falls	Dr. J. M. Adams	Division Physician and Surgeon
Klamath Falls	Dr. Don Michaelson	Division Physician and Surgeon
Klamath Falls	Dr. M. E. Robinson	District Physician and Surgeon
Klamath Falls	Dr. R. W. Stearns	Oculist and Aurist
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. Phillip W. McKenney	Asst. Dist. Physician and Surgeon
Alturas	Dr. Wm. J. Quinn	District Physician and Surgeon
Yreka	Dr. D. L. Meamber	Emergency Surgeon
Susanville	Dr. J. W. Crever	District Physician and Surgeon
Susanville	Dr. C. I. Burnett	Asst. Dist. Physician and Surgeon
Susanville	Dr. K. Korver	Asst. Dist. Physician and Surgeon
Thorne	Dr. John R. Weisser	Emergency Surgeon
Westwood	Dr. Heyman Levin	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
GOOD SAMARITAN HOSPITAL	PORTLAND
EMERGENCY HOSPITAL	BROOKLYN
EMERGENCY HOSPITAL	EUGENE

WATCH INSPECTORS

San Francisco	K. I. Dunlap, Manager of Time Service, 65 Market St.
Oakridge	P. L. Ashcraft
Springfield	E. G. Privat
Eugene	J. A. Hoffman
Eugene	Olson's
Albany	F. M. French & Son
Salem	Jackson Jewelers, 225 N. Liberty St.
Woodburn	E. E. Piper
Oregon City	Burmeister & Andreson
Ashland	B. J. Jewelers, 283 E. Main St.
Grants Pass	Fields Jewelry, 229 S.E. Sixth St.
Roseburg	Knudtson's Jewelers
Cottage Grove	R. J. Stapelton, 612 Main St.
Lebanon	S. H. Landstrom
Portland	Roy & Molin, 316 S.W. Alder St.
Portland	W. R. Johnson, 6680 S.E. Milwaukie Ave.
E. Portland	N. L. Nielsen, 1527 Lloyd Center
Reedsport	H. E. Nickles
North Bend	Roger-Lee Jewelers, R. R. Shiplee
Coos Bay	Hoffman Jewelers, 275 Central Ave.
Coquille	C. C. Canfield
Hillsboro	F. Abendroth
McMinnville	Hanauer's Jewelry
Toledo	Smith's Jewelers
Corvallis	Wm. Konick
Dallas	Brixius Jewelers
Tillamook	McInerney's Jewelers
Dunsmuir	L. L. Huddle
Mt. Shasta	Donald D. Heppner
Weed	Donald D. Heppner
Ashland	Jas. B. Madison, B & J Jewelers
Klamath Falls	J. C. Renie
Alturas	Dale Brown
Lakeview	B. H. Amos
Susanville	Chas. H. Courvoisier

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective July 1, 1960, with page revisions as listed on pages 1 and 2 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or sides of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

Employes are prohibited from riding or walking on the roof of any moving car. (Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

RULE 1. Form prescribed for recording variations for Standard Clock at Time Signal has been discontinued.

RULE 7-B. Yardmen must use green flag by day and green light by night in giving signals for all movements except for yard engines entering or leaving yard tracks at Eugene Yard, Albany, Salem, Brooklyn, Ashland, Dunsmuir and Klamath Falls.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-H. On all Portland-Shasta Division Branches, a green signal will not be displayed to the right of each track at the limit of restriction. Instead limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

On Portland-Shasta Division Branch Lines where speed is not in excess of 35 MPH, under Rule 10-H yellow signal will be displayed one-half mile in advance of restricted track or structure.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

RULE 19. Last sentence of Item (5) is cancelled.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as may be noted on schedule pages of timetable.

RULE 83. When helpers are picked up, conductors will furnish helper engineers with check of train register.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on an ascending grade head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed," Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed," Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked."

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R." Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after necessary flag protection is provided.

CENTRALIZED TRAFFIC CONTROL

RULE 763. Light engines which originate and terminate within CTC limits need not display indicators, white lights or flags as provided for in Rules 21-A, 21-B and 21-C.

RULE 765. Hand operated switches within A-PB or CTC limits (except A-PB Greton-Beburg) must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 766. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

District Claims Agent,
General Claims Department,
Room 340, Union Station
Portland, Oregon
Telephone: Capitol 8-8181, Extensions 430, 484, 486

RULE 825. When cars are set out or left on grade not protected by derail, they must also be chained to rail, or chain placed ahead of lead wheels on down-grade end. When bad order car is set out another car with brake securely set must be placed below and against the bad order car.

At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

RULE 827. Trains handling logs on flat cars being met or passed by trains on adjoining track must be thoroughly inspected to know that proper clearance exists and at meeting or passing point will move only when train on adjoining track is standing they must clear the time of first class trains sufficiently in advance to make inspection and must afford protection against first class trains until inspection is made. Trains except first class must not meet or pass trains handling logs on flat cars until signal or communication is received that inspection has been made.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system must be blown out as follows before coupling any engine to any train:

Place automatic brake valve handle on lap to accumulate maximum main reservoir pressure, then open angle cock at rear of engine, then move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train, after engine is coupled to train, blow out air brake pipe hose on head end of train as follows:

Close angle cocks between second and third cars; break air hose under pressure; close angle cocks between first and second cars; break air hose under pressure; close angle cocks between first car and engine; break air hose under pressure; then couple hose and cut in all closed angle cocks. During this test, engineer must drain dirt collector on brake pipe.

RULE 2(B). Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units, or any combination of both which totals 24-axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

When two or more engines are coupled running light, engineers in charge of trailing engines must not use dynamic brake.

FREIGHT TRAINS

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds, except:

On westward trains Klamath Falls to Bray........	80 pounds
On westward trains Ashland to MP-422............	80 pounds
On eastward trains Dunsmuir to Hilt..............	80 pounds

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel.," or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

RULE 23. The following series of cars are equipped with AB brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty:

SP-345000—345669	Gondolas
SP-463500—463999	Hoppers (open top)
SP-467500—467549	Hoppers (open top)
SP-491000—491059	Hoppers (covered)
SP-492000—492039	Hoppers (covered)
SP-500604	Flat car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On decending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

MISCELLANEOUS

1. HELPER SERVICE:

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

2. Scale test cars must not be handled with other cars during switching movements, and must be entrained behind helper engines when moving in train.

3. Rotary snow plows will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.

Rotary snow plows must come to stop when train or engine is passing on adjoining track.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

Rotary snow plow SPMW 211 restricted east of the west portal of Tunnel 9, Cascade Line.

All rotary snow plows restricted from operating on Judkins and Natron sidings.

When meeting or passing trains, rotary snow plow must be stopped on straight track with wings in closed position and remain stopped until passing train has cleared.

At Judkins, Natron, Dougren, Dexter, Minnow, Crale, Hampton and Lookout, stop rotary snow plow and similar equipment before passing starting or dwarf signals located between siding and main track. These signals will clear hinges on snow plow wings only about one inch. After stop, movement by signals to be with caution not exceeding 5 MPH.

Rotary snow plow SPMW 206 on main track or siding will not clear eastward "A" signal, 2-unit dwarf at Lawrence Street, Eugene. Signal maintainer must be called before movement is made past this dwarf signal.

Rotary snow plows equipped with wings and when wings are extended, the following impaired clearances exist between MP 565.48 (Eagle Creek) and Crescent Lake:

(a) At all snow sheds and tunnels.

(b) Bridges Nos. 565.48 (Eagle Creek), 563.23 (Salt Creek), 552.30, 549.07, 548.95, 548.50 (Noisy Creek), 547.67 (Shady Creek), 546.38 (Cascade Creek), 536.93 (Trapper Creek),

(c) All water columns at Wicopee, Cruzatte and Crescent Lake.

(d) Westward "A" signal between East switch Cruzatte and Tunnel No. 6. Signals 5282 and 5288.

Trains handling rotary snow plow, when extended wings are not in secured closed position, must be brought to a complete stop before entering tunnels or passing the above impairments and before passing a train or cars on an adjoining track.

4. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

5. DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

6. Forward brakemen in freight service will ride the lead diesel unit unless otherwise instructed by conductor or engineer.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASSIFICATION	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks	79	#30
DF-1 to 15 with 61/16 gear ratio trucks	75	#30
DF-1 to 14 with 62/15 gear ratio trucks	70	#30
DF-100	65	##65
DF-101, 103 to 107, 109 to 112	35*	##35*
DF-115, 119, 123, 126	65	##65
DF-114, 117 with 62/15 gear ratio trucks	65	##65
DF-114, 117 with 65/12 gear ratio trucks	55	##55
DF-116, 118, 120	70	##70
DF-121, 122, 124, 125	70	##70
DF-127	65	##65
DF-500, 501	70	##70
DF-502	70	##70
DF-600, 601	70	##70
DF-602, 603, 606 with 60/17 gear ratio trucks	79	##79
DF-602, 603, 606 with 61/16 gear ratio trucks	75	##75
DF-604, 605, 607 to 616	70	##70
DF-617 to 622	75	##75
DF-800	70	#30
DF-801	70	##70
DF-802	75	##75
DP-4, 7, 12	79	#30
DP-5, 6, 8, 9, 10, 11	79	#30
DP-13	79	#30
DS-1, 4, 5	45	45
DS-6 to 12	60	60
DS-100 to 108, 110 to 115, 117 to 122	60	##60
DS-109	65	65
DS-200 to 205	35	35
DS-300 to 302	35*	##35*
DS-303	65	##65
DS-400 to 402	65	##65
DS-500 to 506	55	##55
DS-600 to 606	65	##65
DS-607	60	##60
RDC	79	#30
SP & SRy DE (Units No. 60 to 62, 65 to 84, 150 to 155, 200 to 213, 850 to 869)	65	65
WPRR D-239, 701 to 713, 725 to 732, 801-A, 801-D, 802-A, 913 to 924	65	###65
GNRy GP-7, GP-9, RS-5, A-F-A, A-F-B, SD-9, SW-7, RS-4	65	50
Any engine not listed	35	25

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

###When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 20 MPH.

*On less than 90-lb. rail must not exceed 25 MPH.

▨Maximum speed of trains handling diesel engines dead in train is speed shown for same diesel engine running forward light, except DS-200 and DS-201 class restricted to 30 MPH.

Diesel engines must not be moved dead in train unless properly prepared as prescribed by the rules.

Diesel engines weighing 100,000 pounds or more moving dead in train will be placed either first behind engine handling train or behind first car if loaded; diesel engines weighing less than 100,000 pounds must be placed near rear of train.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30**
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 and SPMW 5479 (locomotive crane pile-driver)	45	35
Relief outfits with steam derricks, except:	45	25*
On Siskiyou Line, except:	35	..
Nos. 7007, 7009, 7012, 7019 and 7034	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch.)		
(Relief derricks 7003 and 7004 must not operate between Myrtle Point and Powers, Hendricks and Hyland, Springfield and Tallman, Lebanon and West Stayton and Mill City Branch.)		
Relief derrick 7009 restricted between Myrtle Point and Powers may operate over following bridges with light car on each side:		
McKenzie Riv. Br. 649.50 Marcola Br.		
Mohawk Riv. Br. 651.00 Marcola Br.		
McKenzie Riv. Br. 650.23 Wood.-Spgfld. Br.		
Calapooia Riv. Br. 671.55 Wood.-Spgfld. Br.		
Thomas Creek Br. 700.98 Wood.-Spgfld. Br.		
N. Sant. Riv. Br. 706.29 Wood.-Spgfld. Br.		
N. Sant. Riv. Br. 726.51 Mill City Br.	..	10
Locomotive cranes:		
With boom disconnected, heavy end forward	45*	25*
except SPMW 743, 2575 and 4020	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15***
Steam	25	15
All Jordan Spreaders, when running backwards	25	20
When moving forward (prepared for travel)	50	35

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

**When more than one scale test car is handled in a train on any branch, they must be separated by at least one steel-underframe car.

***Because of their weight, electrified snow plows are restricted from operating on branch lines as follows: Woodburn-Springfield Branch, between Springfield and Tallman, and between Lebanon and West Stayton; Mill City Branch; Marcola Branch, between MP 649.40 and Hyland; and Coos Bay Branch, between Myrtle Point and Powers.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment, with caboose	65	..
Passenger trains with caboose	65	..
Engine and caboose only, except:	..	65
must not exceed speed for same engine running forward light.		
Trains handling flanger		30
Engine, flanger and caboose only may operate at speeds shown in Column 1, except maximum speed must not exceed 45 MPH on tangent track and 35 MPH on curves.		
Logs loaded on flat or logging cars, except	..	35
On curves	..	25*
*Main track between Eugene Yard and Albany via Halsey		35
Through truss bridges, tunnels and passing stations	..	15**
**Main Track between Eugene Yard and Albany via Halsey 20 MPH when passing train order offices and through truss bridges.		

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Following tank cars restricted on all branch lines, unless authorized by superintendent:

GATX 35027 to 35036,
JLSX 1020 to 1028,
SHPX 12510 and 12950 to 12952.

Tank cars UTLX-99398 and UTLX-99399 are restricted on all branch lines, except White City Branch and Fall Creek Branch.

Tank cars SPMW-4765 and 4765-A, coupled permanently, and SPMW-4764 and 4764-A, coupled permanently, for use as fire cars, are restricted from operation on all branch lines on Portland Division except White City and Fall Creek Branches.

Cars SN-5501 to 5508 and 5510 are tank-type center-flow covered hopper cars which are to be entrained in position at or near rear of train.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 14(b). Salem: After stopping at railroad crossings, sound Signal 14(b) only when visibility is obscured.

RULE 14(m). Salem and Hillsboro: Approaching railroad crossings sound Signal 14(m) only when visibility is obscured.

Brooklyn: Eastward freight trains will not sound Signal 14(m).

RULE 16(k). Portland Union Station and Eugene Passenger Station: When standing apply or release air brakes.

RULE 26. Portland: At Union Station blue sign may be displayed on fireman's side when conditions do not permit sign to be displayed on engineer's side of cab of engine.

Brooklyn and Eugene Yard: To protect against fire hazard on diesel fueling tracks a blue light will not be attached to reflectorize blue "Men at Work" signs when displayed at night.

RULE 82-A. Westward first-class trains, sections thereof, and extra passenger trains authorized on the Brooklyn Subdivision and operating through Eugene on Springfield and/or Medford Subdivisions must obtain clearance and train orders, if any, at Burma, which will apply and authorize such trains on the Springfield and/or Medford Subdivisions. Copies of clearances and train orders for the outgoing engineer of such trains at Eugene will be furnished to the conductor at Burma who will make delivery to the outgoing engineer at Eugene. Such trains are thereby authorized to display indicators and signals, if any, accordingly and are not required to obtain a clearance at Eugene.

Eastward first-class trains, sections thereof, and extra passenger trains authorized on the Medford and/or Springfield Subdivisions and operating through Eugene are also authorized on the Brooklyn Subdivision, will display indicators, and signals if any, accordingly and are not required to obtain a clearance at Eugene.

Extra trains operating between Corvallis and Monroe-Dawson, Canby and Molalla, Wilsonia and Jefferson Street, Whiteson and Willamina-Perrydale, Tallman and MP-658.3 and Springfield and MP-652.9 will display indicators as Extra Trains on entire trip as indicated by engine number of lead unit and are authorized to operate as extra trains in this territory without obtaining clearance.

RULE 83. Visual identification of trains between Portland and Haig will apply at end of double track. Trains to be identified will reduce speed sufficiently to permit identification and regular trains carrying signals will sound Signal 14(k).

Visual identification of trains between Brooklyn and west end of main tracks No. 1 or No. 2 will apply at either end of this territory. Trains to be identified will reduce speed sufficiently to permit identification and regular trains carrying signals will sound Signal 14(k).

Extra trains operating between Corvallis and Monroe-Dawson, Canby and Molalla, Wilsonia and Jefferson Street, Whiteson and Willamina-Perrydale, Tallman and MP-658.3 and Springfield and MP-652.9, in addition to information required by train register, must register destination of trip, turning point and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Extra trains enroute into these territories must not leave the initial station until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly.

RULE 83-A. At the following stations only the trains indicated will register:

Burma	All Trains.
Albany	All Trains.
Pringle	All Trains.
Corvallis Junction and Cook	Only trains instructed by train order.
Wilsonia	(Tillamook Branch) Only trains instructed by train order.
Woodburn	Trains originating and terminating.

Geer Branch and Fall City Branch trains must register and obtain train orders and clearance at Pringle instead of Salem.

Tillamook Branch trains must register and obtain train orders and clearance at Brooklyn instead of Willsburg Junction.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Albany	All Trains.
Burma	All Trains except Originating.
Pringle	All Trains.
Brooklyn	First-class trains.
Hillsboro	All Trains.
Corvallis	All Trains.

RULE 83-C. Before using UPRR main track East Portland, yard crews must know that all first-class UPRR trains have arrived or left as prescribed by UPRR Rule S-83. Check against UPRR first-class trains may be obtained, by telephone if necessary, from Yardmasters at Brooklyn or Albina or from operator at East Portland Interlocker. Yardmen must protect against overdue first-class trains as prescribed by UPRR Rule 93.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
644.13	Eugene	652.39
	" (Coos Bay Branch)	652.29
689.67	Albany	695.73
	" (Toledo Branch)	692.43
	" (Tallman Branch)	690.40
715.91	Salem	722.88
718.93	(Woodburn-Springfield Branch)	719.58
	" (Falls City Branch)	721.38
734.12	Woodburn	735.67
736.38	" (Woodburn-Springfield Branch)	
745.84	Canby	747.87
	" (Molalla Branch)	748.20
758.90	Clackamas	764.56
765.01	Brooklyn	
741.24	" (Tillamook Branch)	
683.43	Tallman (Woodburn-Springfield Branch)	685.72
696.91	" (Tallman Branch)	
686.52	Lebanon	690.17
726.11	Silverton	728.42
685.87	Corvallis (West Side Branch)	690.96
701.02	" (Toledo Branch)	706.20
763.50	Toledo	End of Branch
699.00	Wellsdale	700.63
708.49	Independence	711.17
713.25	Gerlinger (West Side Branch)	715.64
727.84	" (Falls City Branch)	End of Branch
730.23	Whiteson (West Side Branch)	
	" (Willamina Branch)	731.39
	McMinnville	736.30
737.52	St. Joseph (West Side Branch)	738.92
	" (Newberg Branch)	738.40
764.11	Hillsboro (West Side Branch)	
766.69	" (Tillamook Branch)	764.18
756.48	Beaverton	754.97
762.41	Cook (Newberg Branch)	
749.45	" (Tillamook Branch)	747.28
745.67	Lake Oswego (Tillamook Branch)	741.58
	" (Jefferson Street Branch)	768.80
	Tillamook	854.00

EUGENE YARD: All westward trains entering yard will enter yard at MP-650.94, unless otherwise instructed, and herder must not line switch for movement into yard until train has been identified.

Eastward trains terminating will enter yard at signal No. 6486 unless authorized by yardmaster or by signal from herder to proceed on main track and enter yard at MP-650.2.

Westward freight trains leaving departure yard and moving on main track will not pass signal No. 6489 until proceed signal is received from herder.

Albany: OERy trains between Albany and Lebanon will cross SP main track though crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on OERy track; and will use Albany siding and Page lead between Albany and Tallman Branch junction switch at Page; but must comply with Rules 93 and 842. When no yardmaster or representative present must comply with Rules 83 and 83-C, eastward OERy trains obtaining check of register at Albany station, and westward OERy trains obtaining check of register by telephone from SPCo operator at Albany, before fouling SPCo main track. Check of register received by telephone must be repeated for verification.

Yardman's proceed signal will indicate protection has been provided against first-class trains for trains moving across main track to or from Toledo Branch.

Toledo: Georgia Pacific Corp. may move their engine between sawmill and junction switch logging railroad.

Brooklyn: Eastward trains terminating Brooklyn must not pass signal bridge MP-766.7 unless authorized by yardmaster or by a proceed signal from herder. When so authorized, trains entering yard from main track No. 2 may pass signal 7666 displaying stop indication without stopping, at restricted speed, which is an indication that protection for the movement has been provided and yardman is responsible that such protection has been provided.

Unit for display of flashing white light, located 100 feet east of Powell Blvd., governs movement of westward transfers entering east end of yard. When flashing white light is not displayed, such transfers must stop and not proceed until foreman contacts yardmaster for instructions.

RULE 95. Clearances delivered at Burma to regular trains or sections thereof must be endorsed "green" signals or "no" signals as the case may be.

RULE 98. Railroad crossings at grade not interlocked:

Albany	OERy crossings over yard tracks,
Salem	OERy crossings over yard tracks,
Between Salem and Pinckney	OERy crossing,
Gerlinger	West Side Branch and Falls City Branch crossing,
Hillsboro	OERy crossing at Washington St.
East Portland	SP&SRy crossing at Madison St.

RULE 99 will not apply between the following points:

Corvallis and Monroe-Dawson
Canby and Molalla
Wilsonia and Jefferson Street
Whiteson and Willamina-Perrydale
Tallman and MP-658.3 and Springfield and MP-652.9
On tracks 1 and 2, Willsburg Jct. and Brooklyn

RULE 99-A. Flag protection to the rear of Trains 19 and 20 is not required when these trains are standing on main track at Eugene passenger station.

RULE 99-C. Will apply as follows:

On all branches.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or movements from siding, yard or industrial tracks over crossing must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
Harrisburg	Smith St	665.00
Portland	Clay St	769.24
"	Hawthorne Blvd	769.29
"	Madison St	769.33
"	Main St	769.38
"	Salmon St	679.43
"	Taylor St	769.48
"	Yamhill St	769.53
"	Belmont St	769.58
"	Morrison St	769.63
"	Alder St	769.68
"	Washington St	769.73
"	S. E. Stark St	769.78
Salem	State St	718.52
"	Court St	718.60
"	Chemeketa St	718.67
"	Center St	718.76
"	Marion St	718.83
"	"D" St	719.20
"	Market St	719.40
Irving	Irving Road	652.20

Springfield (Woodburn-Springfield Br.): All trains and switching movements must stop 50 ft. in advance of Centennial Blvd. crossing (CC 645.8) before proceeding over crossing, making sure crossing protection is operating.

East Milwaukie: Ringing bells on automatic warning device at Oak Street crossing are equipped with a cut-out device so that bells will stop ringing after an interval of two minutes. Movements occupying control circuit at this crossing more than two minutes must not enter crossing until it has been ascertained that bells are ringing or that crossing is clear of vehicular traffic.

Haig: City traffic signals governing vehicular traffic crossing tracks 17th and Powell Streets are synchronized with flashing light crossing signals so that whenever crossing signal is actuated, traffic signals will display "stop."

In event westward trains or engines on westward main track, or westward trains or engines running against current of traffic on eastward main track are delayed within the 480 foot traffic circuit east of Powell Street, stop should be made just east of sign indicating "CONTROL POINT" located 55 feet east of Powell Street. Traffic signals will resume normal operation after 60 seconds and continue in normal operation until "CONTROL POINT" is passed, at which time traffic signals will display "stop" for highway traffic until rear of train or engine clears crossing.

After a movement has been stopped and started within the approach circuit caution must be exercised to know that vehicular traffic is being properly controlled by traffic signals before trains or engines enter crossing.

Eastward movements against current of traffic approaching S. E. Powell St. crossing, must stop within 75 feet of crossing, wait 30 seconds for ringing circuit to operate, and in addition flagman must go to crossing to protect traffic until movement is commenced over crossing.

Oregon City: All eastward trains stopping at Oregon City station or at east end Oregon City siding upon proceeding will not exceed 10 MPH until crossing 10th Street at Oregon City (Singer Hill Crossing).

Trains and engines must stop and be preceded by flagman before crossing following highways:

Seghers: Within 50 feet of Westside Highway Stimson Mill spur.

Salem: (Geer Branch): All train and switching movements must stop 50 ft. in advance of Lancaster Dr. crossing (CG723.6) and State Street crossing (CG724.7) before proceeding over crossings, making sure crossing protection is operating.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 104. Normal position of rigid switches at junction points and end of double track is as follows:

Eugene Yard	Coos Bay line, for yard track,
Page	Page siding, for Tallman Branch,
Albany	OERy connection, for SP main track,
Albany	Toledo Branch, for main track,
Canby	Molalla Branch, for siding,
Haig	End double track, for eastward track,
Springfield	Woodburn-Springfield Branch, for Cascade line,
Tallman	West wye switch Woodburn-Springfield Branch (Brownsville end of wye), lined for movement between Albany and Brownsville, Junction switch and west wye switch on Tallman Branch for movement between Albany and Lebanon,
Geer	Salem end—Salem to West Stayton, West Stayton end—West Stayton to Silverton, Silverton end—Silverton to West Stayton,
Woodburn	Woodburn-Springfield Branch, for siding,
Corvallis Jct.	West Side Branch, for Toledo Branch,
Corvallis Jct.	East wye switch on West Side Branch, for wye,
Corvallis	West Side Branch, for Toledo Branch,
Toledo	Georgia-Pacific Corp., tracks, for SP main track,
Alpine Jct	Bailey Branch, for West Side Branch,
V&S Jct	V&SRR track, for SP main track,
St. Joseph	West Side Branch for Newberg Branch,
Newberg	Spaulding Lbr. Co. track, for SP track,
Hillsboro	West Side Branch, for Tillamook Branch,
Cook	Newberg Branch, for Tillamook Branch,
Whiteson	Willamina Branch, for West Side Branch,
Willamina	LP&NRy connection, for siding,
Broadmead	Perrydale Branch, for Willamina Branch,
Beburg	OERy connection, for SP main track (A-PB),
Greton	OERy connection, for SP main track (A-PB),
Wilsonia	Jefferson St. Branch, for Tillamook Branch.

Derails in main track

Canby	On Molalla Branch, 100 feet east of east wye switch,
Willamina	1550 feet east of station building,
Dawson (MP 729.1)	210 feet east of west switch
Mill City Branch	100 ft. west of private road crossing at Fishers Sawmill.

RULE 105. Following tracks are designated for use as sidings:

Clackamas: Siding extends from Signals 7596-7597 to Signals 7608-7609.

Albany: Siding extends from Signals 6900-6901 to Signals 6915-6916.

Tallman Branch main track ends at clearance point east of west switch Page. Tallman Branch trains must use Albany siding between Page and Albany.

Toledo Branch main track ends at switch 860 feet east of overhead highway crossing, Albany.

Geer Branch at Salem ends 10 car lengths east of east wye switch on Geer Branch, and at Geer ends at first wye switch on Geer Branch.

RULE 208: Burma. When train orders are in delivery post at Burma for delivery to eastward trains, train may proceed without stopping to west switch Swain against superior trains.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
7544	Oregon City

RULE 221.

Unit for display of flashing light installed at following location:

Station	Location	Direction
Clackamas	On mast of Signal 7609	Westward
Halsey	On mast of Signal 6728	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

Brooklyn is train-order office only for westward trains.

Springfield is a train-order office only for trains originating via Medford Subdivision, Woodburn-Springfield Branch.

Burma is a train order office only for trains originating and terminating at Eugene, for No. 376, No. 378, and for other eastward trains via Brooklyn Subdivision originating at Eugene Yard. Extra passenger trains authorized on the Medford, Springfield or Brooklyn Subdivisions and operating through Eugene must obtain a clearance at Burma OK'd by Chief Train Dispatcher.

Light will not be displayed in train order signal at the following stations, except when train order operator is on duty:

Newberg Independence McMinnville

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-6504	Spring switch, MP 650.36, Eugene Yard	
	Spring switch, MP 652.3, Irving	P-6523
P-7168	Spring switch west end siding, Pringle	
	Spring switch east end siding, Hito	P-7421
P-7500	Spring switch west end siding, Coalca	
P-7554 P-7556	Collision detector, highway underpass MP-755.85 and 755.99 Oregon City	P-7567
	Spring switch east end siding, Oregon City	P-7557
P-7544	Spring switch west end siding, Oregon City	
	Spring switch east end siding, East Milwaukie	P-7643

Albany: Light type indicators located at MP 691.65 and MP 691.85 in vicinity of First St. and Water St. underpasses. When indicators display red or lunar aspect the following will govern:

Red	Stop and make inspection of structure.
Lunar	Proceed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Eugene Yard: Westward trains entering yard tracks at Eugene Yard must not exceed 15 MPH over the 1600-foot section of track in approach to east switch to permit identification and operation of switch.

Eugene-Burma: Trains moving on main track in either direction will move between end of CTC and fouling point east switch Eugene Yard, MP 652.3 by block signals, whose indications will supersede the superiority of trains.

Salem: Trains moving on main track in either direction will move between Signals 7178 and 7179 at east end Pringle Siding and junction switch Falls City Branch by block signals, whose indications will supersede superiority of trains.

When Signal 7178 displays stop indication, train after stopping must not proceed until permission obtained from signal operator at Pringle. After permission obtained from signal operator movement may be made under the applicable provisions of Rules 509 or 510.

Westward trains or engines, after stopping at OERy crossing, MP 719.68 between Pinckney and Salem, must not proceed unless Signal D-7197 displays green aspect. If signal does not display green aspect, member of crew must contact signal operator at Pringle for instructions.

Wilsonia: Normal indication of Signal 7438 on Jefferson Street Branch is "Stop."

At above locations Rule 513 applies. If signal does not indicate proceed after switch is lined for entry into main track, be governed by Rule 509 or Rule 510.

Willsburg Jct.—Brooklyn: Two Main Tracks between MP 764.9, Willsburg Junction and MP 766.7, Brooklyn. Track No. 1 is located west of and adjacent to track No. 2.

Trains moving on main track in either direction between west end of No. 1 and No. 2 main tracks and signal bridge MP 766.7 will move by block signals, whose indications will supersede the superiority of trains.

Westward signal 7665 governing movements on Track No. 1 and westward signal 7667 governing movements on Track No. 2. When these signals display stop indication, permission must be obtained from signal operator at Brooklyn before applying Rule 509(a) or 509(b) or 510(b).

East Portland: Movements over SP&SRy crossing at Madison St. are governed by dwarf light signals located near crossing. If signals display stop indication, trains and engines must stop, and if crossing is clear of intersecting movement, may then proceed as prescribed by Rule 509 or 510, but flag protection must be provided on intersecting track unless derails are known to be in derailing position. Movement against current of traffic over crossing governed by signal for movement with current of traffic.

Lebanon: OERy junction switch at MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on SP track. Normal indication of signals on SP track is "proceed" and signal on OERy "stop."

When block indicator located at main track switch indicates block clear, switch may be lined for movement to SP track and when so lined, and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 or 510.

When operator is on duty at Lebanon, OERy trains must obtain permission from operator before entering SP main track.

RULE 516. Overlap posts:

Eastward trains:
Fair Grounds.......800 feet east of west switch,

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Eugene Yard	MP 650.36 from yard	Main track
Pringle	West end siding	Main track
Hito	East end siding	Main track
Coalca	West end siding	Main track
Oregon City	West end siding	Main track
Oregon City	East end siding	Main track
East Milwaukie	East end siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Eugene Yard	MP 652.3, yard	Main Track

RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must immediately be notified.

Salem: Limits extend from westward SA signal on main track, MP 718.89 and westward SA signal on Falls City Branch, MP 718.90 to eastward SA signal on signal bridge, MP 718.80, and is under control of signal operator at Pringle.

Eastward SA signal on signal bridge, MP 718.80 governs movements as follows

Top unit...................via Fair Grounds
Bottom unit...............via Falls City Branch.

Junction switch is a dual control switch under control of signal operator at Pringle. When necessary to hand throw this switch permission must be obtained from signal operator and be governed by Rules 771 and 772.

When moving under provisions of Rules 663(b) or 663(c) dual control switch must be placed in hand position until movement over switch has been completed. After movement over switch has been completed dual control switch must be returned to motor position and locked.

Willsburg Jct.: Limits extend on Track No. 1 from eastward SA signal, MP 764.9, to westward interlocking signal, MP 765.20: and on Track No. 2 between eastward SA signal, MP 764.9, and westward SA signal at fouling point west end Tracks Nos. 1 and 2, MP 765.0, and is under control of signal operator Brooklyn.

Eastward SA signal, MP 764.9 governs movements as follows:

Top Unit..................to No. 2 track.
Bottom Unit..............to No. 1 track.

Westward SA signals, MP 765.0, governs movements from Tracks Nos. 1 or 2 to main track.

Westward interlocking signal, MP 765.20, governs movements as follows:

Top Unit...............Via No. 1 track.
Bottom Unit............Via Tillamook Branch.

Junction switch and switch at west end Nos. 1 and 2 tracks are dual control switches under control of signal operator at Brooklyn. When necessary to hand throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772.

When moving under provisions of Rule 663(c), dual control switch must be placed in hand position until movement over switch has been completed. After movement over switch has been completed, dual control switch must be returned to motor position and locked.

West switch "Reed Siding" on No. 1 track; and spur track switch west of Tacoma Avenue on No. 2 Track must not be used without permssion of signal operator.

East Portland Tower: Governs movement over Willamette River bridge.

Limits extend from east end of Willamette River bridge to 1500 feet west of west end of bridge.

Movement governed by UPRR rules, the requirements of which are similar to SP interlocking rules except UPRR Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:

To Portland, —,
To Albina, — o,
To SP main track, o —,
To Transfer track, — o —,
To Graham (Sullivan Gulch line), — —,
To East Second Street, o o —,
To SP yard, o — o,
To track 10, o o — —.

Northern Pacific Terminal Tower: Limits extend from east end of Willamette River bridge to Terminal tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of NPTCo.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving NPTCo. yards.

When the home signal indicates "stop" the following whistle signals will be used:

To Albina, — o,
To Troutdale, — —,
To SP Main track, o —,
To SP yard, o — o,
To East Second Street, o o —,
To SP&SRy to East Side, o o —.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks Nos. 1 to 10 inclusive, must move at restricted speed when passing a train receiving or discharging passengers, and must not cross under "High Shed" at passenger station without receiving proceed signal from stationmaster or his assistant.

Yard engines moving under "High Shed" will have member of crew ride leading end of engine. When cars are being shoved under "High Shed" member of crew must ride leading end of lead car in direction of movement.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between N.W. 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and N.W. Front Ave.

RULE 663(b). Interlocking at Willsburg Jct. and Salem. Signal operator at Brooklyn or Pringle may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. LETTER TYPE-INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires Movement as follows:
W	7642	East end siding, East Milwaukie.	When Signal 7630 displays approach indication and Signal 7642 or 7640 displays stop indication with indicator illuminated eastward trains must stop short of Oak St. and wait until indicator is extinguished.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Absolute-Permissive Block between Greton and Beburg.

Eastward SP trains will, when meets are made at Beburg, move through siding unless otherwise provided by train order. Eastward trains entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

RULE 826.

Oregon City: Indicator lights located on tower of Publishers Paper Company retractable chip unloader govern movements as follows:

Green: Track may be used for switching movements.
Red: Track may be entered, but cars must not be coupled to, or moved until unloader operator contacted.
Not Lighted: Must be considered as displaying most restrictive indication.

Jefferson Street: Indicator lights located on side of Multnomah Plywood Bldg. govern movements as follows:

Green: Track may be used for switching movements.
Red: Track must not be entered.
Not Lighted: Must be considered as displaying most restrictive indication.

Eugene Yard: Indicator lights located on Tracks Nos. 30 and 32, govern movement on these tracks as follows:

Green: Tracks may be used for trains or switching movement.
Yellow: Tracks may be entered, switched and engines, cars or cabooses added or detached.
Red: Tracks may be entered, but cars on these tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted: Signals must be considered as displaying most restrictive indication and Icing Platform Foreman must be contacted for instructions before cars are coupled to or moved.

When indicator light at east end Track 30 displays "Red" aspect, engines moving eastward on this track must not pass fouling point until indicator light displays "Green" aspect.

Toledo: On spur leading to Georgia-Pacific Paper Company gate has been installed with SP lock on outside. Crews entering this track must unlock and open this gate before commencing movement, and close and lock gate immediately after completing movement, except if another switch is to be made within 30 minutes gate may be left open for following movement.

GENERAL REGULATIONS

RULE 827. Freight trains using retainers on descending grade will stop at Enright 10 minutes for heat radiation, at which time train inspection will be made.

RULE 872. Enginemen taking charge of engines at Brooklyn and Eugene Terminal will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades as follows:

Summit-Nashville. With no dynamic brake in operation, one retaining valve for each 80 tons in train.

When dynamic brake is in operation and tonnage of train exceeds 1650 tons per 6-axle unit of dynamic brake, one retaining valve for each 125 tons in train; except when dynamic brake is in operation with the pressure maintaining system of braking being used and tonnage of train exceeds 2000 tons per 6-axle unit of dynamic brake, one retaining valve for each 125 tons in train.

Timber-Enright
both directions...1 retaining valve for each 57½ tons in train, except:

With dynamic brake in operation and handling:

Over 1000 tons with 1 dynamic brake	1 retaining valve for each 80 tons in train.
Over 2000 tons with 2 dynamic brakes	
Over 3000 tons with 3 dynamic brakes	
Over 4000 tons with 4 dynamic brakes	
Over 5000 tons with 5 dynamic brakes	
Over 6000 tons with 6 dynamic brakes	

For operating convenience, retaining valves may be turned up and retaining valve test made at Timber.

Tunnel 25-Buxton . . . 1 retaining valve for each 60 tons in train, except:

With dynamic brake in operation and handling:

Over 1200 tons with 1 dynamic brake	1 retaining valve for each 100 tons in train.
Over 2400 tons with 2 dynamic brakes	
Over 3600 tons with 3 dynamic brakes	
Over 4800 tons with 4 dynamic brakes	
Over 6000 tons with 5 dynamic brakes	

In event dynamic brake failure occurs in retainer territory, stop must be made immediately. Retaining valves must be turned up; and after brake pipe pressure has been restored, train may proceed, being governed by applicable retaining valve rule.

RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Albany or Salem until they have been notified by Yardmaster or his representative that switching has been completed which includes having engine and caboose on train. After trainmen have been so notified, yardmen must not perform switching on, nor couple other cars or engines to the train without instructions from the Yardmaster or his representative, who must notify trainmen before intended move is made.

RULE 25. Will apply at Cochran when temperature is 32 degrees or less.

RULE 33. Gross tonnage on any freight train must not exceed the tons per operative brake between the stations shown:

Summit and Nashville	80 tons
Timber and MP 807.0	65 tons
Buxton and MP 788.5	75 tons

PASSENGER TRAINS

RULE 39. Passenger trains leaving Portland will not make running test until after crossing Willamette River bridge.

MISCELLANEOUS

1. Portland: To assist proper stopping eastward passenger trains arriving Union Station, Stationmaster will give stop signal when train is one car-length from point of final stop. Rear Brakeman will sound communicating signal 16(b) (o o) when stop signal is given.

Engineer on Train No. 11 will apply brakes as soon as NP Train No. 408 stops, keeping them applied until communicating signal whistle indicates cars from NP No. 408 have been coupled to Train No. 11 and air cut in, thereby avoiding moving Train No. 11 when coupling is made and train is stretched.

Corvallis Jct. (West Side Branch). When spotting cars to be cleaned do not block straight leg of wye between Junction switch and 50 ft. east of tool house.

2. Portland Union Station: Tracks Nos. 1 to 10 inclusive have impaired side clearance and will not clear man on side of car.

3. Tillamook Branch: When necessary to entrain three engines in any combination in helper service in rear of train, empty flat cars and empty tank cars should be placed behind helper engine, except between Timber and Cochrane. If operating conditions require, they may be entrained on head engine of train but should be at least 12 cars ahead of helper engine.

Engines with dynamic brake inoperative must not be entrained behind empty skeleton log flats on descending grade between Timber and Enright.

Empty log flats must be entrained behind other equipment in train on descending grades between Timber and Enright unless other equipment weighs less than 700 tons.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

4. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
DF-1 to 12, 100 to 125, 500 to 501, 603 to 611	Albany—Beyond Northrup and King Spur near end of old C&E main; Coach track No. 2 in old C&E yard; and tracks on Water Street, including lead from Toledo Branch.
DF-100, 101 to 108, 110 to 126, DS-101, 109, 118, 119	Lebanon—Crown Zellerbach Co. tracks and Santiam Lbr. Co. log spur.
All engines	Lyons—Beyond fouling point east end Feres Plywood track.
DF-100, 101 to 112, 114, 116, 117, 118, 120	Dry Creek—On industry tracks at airport. Monroe-House track and Brickyard spur.
All engines except DF-200 to 204, 300 to 306, DS-1 to 9, 100, 111, 114, 115 and 118	Salem—Kay Woolen Mill spur.
All engines except DF-200 to 205, 300 to 307, DS-1 to 12 and DS-100 to 111, 113 to 115, 117 to 122	Salem—Trade and Front St. tracks and tracks leading from Front St.
All engines	Salem—Beyond fouling point on Boiler and Pulp Mill spur west end Trade Street.
All engines except DF-200 to 204 and DS	Canby — Beyond engine restriction signs Pit and Stock tracks.
All engines except DS, DF-200 to 204, 300 to 304	Brooklyn—Libby McNeill and Libby lead. East Portland—Dairy Co-op spur; Mason Supply Co. 12th Street spur.
All engines	Oregon City—Between engine restriction signs on Publishers' Paper Co. track.
" "	Lake Oswego—Beyond engine restriction signs on Cement Plant tracks Nos. 1, 2, 4, 5 and 6.
" "	Lake Oswego—Over crossover from track No. 3A to track No. 3 at rock dump and cars and engines must not be operated over car unloader at Cement plant.
Cars and engines	Juno—Beyond chip loader at North Plains Lumber Co.
All engines	Tillamook—Beyond engine boards on team track and Union Oil spur.
" "	Toledo—Georgia-Pacific Paper Mill. On scale spur and crossover between outside track and scale spur track.
All engines	V. & S. Jct.—Plywood Prod.—Beyond engine signs on tracks Nos. 6, 7 and 8.
DF-101-126, inclusive	West Salem—Blue Lake lead and all tracks off this lead.

5. UTLX 49999 (tank car) may be operated on all branch lines except Woodburn-Springfield Branch between Srpingfield and Geer, Mill City Branch and Perrydale Branch.

6. UTLX 50000 (tank car) restricted on all branch lines except Fall Creek Branch.

7. SP-208161-H to 208208-H inclusive SP-208578-H,

SP-208157-H
SP-208563-H
SP-208572-H
SP-208594-H
SP-208614-H
SP-208688-H
SP-208745-H
SP-208751-H
SP-208825-H
SP-208830-H
SP-208851-H
SP-208852-H
SP-208869-H
SP-208877-H
SP-208880-H
SP-208886-H
SP-208890-H
SP-208899-H
SP-208917-H
SP-208921-H
SP-208943-H
SP-208945-H
SP-208959-H
SP-208962-H
SP-208996-H
SP-209018-H
SP-209030-H
SP-209034-H
SP-209048-H
SP-209055-H
SP-209083-H
SP-209088-H
SP-209527-H
SP-213892-H
to SP-213941-H

SP-208631-H, and SP-615082-H to 615131-H inclusive, 16 ft. 8 in. high cars must not be moved to any location on any connecting railroad; must not be operated between Summit and Toledo; Timber and Tillamook, West Stayton and Shelburn.

8. Trailer-flat cars (SP-510500 to SP-510649) must not be operated on the following tracks:

Brooklyn: Grand Rapids Store Equipment Co., Libby McNeill and Libby, N.W. Foundry and Furnace Co.

Salem: Thomas Kay Woolen Mills and on curve from Front Street to Chemeketa Street.

9. Eighty-five foot trailer flat cars NIFX-2099, TTX-472000 to 472004, STTX-472005 to 472104, TTX-472105 to 472399, TTX-473000 to 473299, STTX-473300 to 473399, SP-511000 to 511099, UP-53700 to 53899 must not operate on tracks shown below:

Toledo Branch....Between Corvallis and Toledo,
Falls City Branch,
Tillamook Branch West of Timber,
Willamina Branch,
East Portland....Mason Supply Co., Dairy Co-op Assn. and Consolidated Freightways (old liquor track),

Brooklyn..........Grand Rapids Equipment Co., N. W. Foundry & Furnace Co., Libby McNeill & Libby track and lead to C&H Sugar Co., North Pacific Canners & Packers, Inc., and California Ink Co.

Clackamas.......Safeway Stores, Inc.

Salem..............Thomas Kay Woolen Mills and Front Street curve on Chemeketa,

Albany.............Copeland Lbr. Yard (off interchange),

Eugene	Jenne spur,
Jefferson Street	Oregon Chain Co., Overhead Door Co., Zidell Machinery & Supply Co. tracks and Alaska Junk Co.
Willsburg Jct.	U.S Rubber and Rudie Wilhelm's Co., Inc.

10. East Portland: Movements with passenger equipment must not be made through crossover between main tracks, just east of Stark Street.

11. Load limit (car and contents):

Eugene-Portland	263,000 lbs.
Albany-Tallman	240,000 lbs.
Springfield-Coburg	169,000 lbs.
Tallman-Coburg	200,000 lbs.
Shelburn-West Stayton	169,000 lbs.
Tallman-Shelburn	240,000 lbs.
West Stayton-Woodburn	240,000 lbs.
Shelburn-End Mill City Branch	240,000 lbs.
Salem-Geer	240,000 lbs.
Albany-Toledo	240,000 lbs.
Salem-Falls City	240,000 lbs.
Monroe-Suver	240,000 lbs.
Suver-McMinnville	240,000 lbs.
McMinnville-Hillsboro	240,000 lbs.
St. Joseph-Cook	240,000 lbs.
Alpine Jct.-Dawson	240,000 lbs.
Whiteson-Willamina	230,000 lbs.
Broadmead-Perrydale	199,000 lbs.
Canby-Molalla	240,000 lbs.
Wilsonia-Jefferson St.	240,000 lbs.
Tillamook-Willsburg Jct.	240,000 lbs.

Unless authorized by Superintendent, heavier loads must not be handled.

12. LOCATION OF STOCK YARDS

Station	Capacity in cars
Eugene Yard	3 (Water)
Brooklyn	8 (Water)

13.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MAIN LINE

Mile Post	Location	Description	
698.93	East of Millersburg	N. Santiam River Crossing	Overhd & Side
755.40	Oregon City	Rock cut on siding	Side

WOODBURN-SPRINGFIELD BRANCH

Mile Post	Location	Description	
650.25	East of Springfield	McKenzie River Crossing	Overhd & Side
671.67	East of Rowland	Calapooia River Crossing	Overhd & Side
698.48	East of Crabtree	Crabtree Creek Crossing	Overhd & Side
698.58	East of Crabtree	N. Fork Crabtree Creek Crossing	Overhd & Side
700.99	East of Crabtree	Thomas Creek Crossing	Overhd & Side
706.29	East of Shelburn	N. Santiam River Crossing	Overhd & Side

MILL CITY BRANCH

Mile Post	Location	Description	
714.00	East of Shelburn	Rock cut	Side

FALLS CITY BRANCH

Mile Post	Location	Description	
719.74	East of Salem	Willamette River Crossing	Overhd & Side

WEST SIDE BRANCH

Mile Post	Location	Description	
731.85	East of Whiteson	S. Yamhill River Crossing	Overhd & Side
702.96	East of Suver	Luckiamute River Crossing	Overhd & Side

TOLEDO BRANCH

Mile Post	Location	Description	
691.70	Albany	First Street Crossing	Side
691.82	Albany	Willamette River Crossing	Overhd & Side
711.35	East of Flynn	1st Crossing Marys River	Overhd & Side
714.81	East of Flynn	Rock cut	Side
730.30	East of Summit	Tunnel No. 22	Overhd & Side
732.00	East of Summit	Tunnel No. 23	Overhd & Side
752.40	East of Eddyville	Tunnel No. 24	Overhd & Side

NEWBERG BRANCH

Mile Post	Location	Description	
762.12	East of Tualatin	Tualatin River Crossing	Overhd & Side

WILLAMINA BRANCH

Mile Post	Location	Description	
745.27	East of Sheridan	S. Yamhill River Crossing	Side

MOLALLA BRANCH

Mile Post	Location	Description	
749.88	East of Canby	Mill Creek Crossing	Side

TILLAMOOK BRANCH

Mile Post	Location	Description	
789.60	East of Timber	Tunnel No. 25	Overhd & Side
801.80	West of Cochran	Tunnel No. 26	Overhd & Side
803.60	West of Cochran	Tunnel No. 27	Overhd & Side
805.70	West of Cochran	Tunnel No. 28	Overhd & Side
806.20	West of Cochran	Tunnel No. 29	Overhd & Side
806.50	West of Cochran	Tunnel No. 30	Overhd & Side
807.90	West of Cochran	Tunnel No. 32	Overhd & Side
808.50	West of Cochran	Tunnel No. 34	Overhd & Side
809.50	West of Cochran	Rock cut	Side
809.90	West of Cochran	Tunnel No. 35	Overhd & Side
810.20	West of Cochran	Rock cut	Side
810.40	West of Cochran	Rock cut	Side
810.70	West of Cochran	Tunnel No. 36	Overhd & Side
813.90	West of Enright	Rock cut	Side
815.00	West of Enright	Rock cut	Side
815.50	West of Enright	Rock cut	Side
815.81	West of Salmonberry	1st Crossing Nehalem River	Overhd & Side
817.90	West of Salmonberry	Rock cut	Side
819.00	West of Salmonberry	Rock cut	Side
822.10	West of Salmonberry	Rock cut	Side
830.50	West of Batterson	Rock cut	Side
830.89	West of Batterson	2nd Crossing Nehalem River	Overhd & Side
846.85	West of Miami	Miami River Crossing	Overhd & Side
848.00	West of Miami	Tunnel No. 37	Overhd & Side
852.74	West of Bay City	Kelchis River Crossing	Overhd & Side
854.37	West of Juno	Wilson River Crossing	Overhd & Side

14. Pulp: Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling to cars or switching on this track.

15. Jefferson St.: SPCo. employes will not handle cars on Overhead Door Co. track beyond point 25 feet inside of gate.

16. Albany: Water Street Lead: Overhead impaired clearance 18′3″ under U.S. Highway 20, Ellsworth Street.

17. Trains handling "Buman Rock" Buman to Oswego will not exceed 30 MPH on Falls City, West Side, Newberg and Tillamook Branches.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, EUGENE PORTLAND:			
***647.30 to 648.20 (Eugene)	30	30	30
648.20 to 652.10 (Eugene Yard)	79	60	70
652.10 to 652.50 (Eugene Yard)	35	35	35
652.50 to 661.13 (Eugene Yard)	79	60	70
661.13 to 661.67	70	60	70
661.67 to 663.30	79	60	70
663.30 to 663.91	70	60	70
663.91 to 689.61	79	60	70
689.61 to 690.36	79	50	70
***690.36 to 692.50 (Albany)	30	30	30
692.50 to 693.02	70	60	70
693.02 to 696.42	79	60	70
696.42 to 697.25	70	60	70
697.25 to 699.06	79	60	70
699.06 to 699.58	60	60	60
699.58 to 702.70	79	60	70
702.70 to 703.55	70	60	70
703.55 to 715.77	79	60	70
715.77 to 716.52	79	55	70
***716.52 to 717.95 (Salem)	35	35	35
***717.95 to 718.85 (Salem)	20	20	20
***718.85 to 720.56 (Salem)	35	35	35
720.56 to 734.45	79	60	70
***734.45 to 735.76 (Woodburn)	45	45	45
735.76 to 742.72	79	60	70
***742.72 to 744.35 (Aurora)	45	45	45
744.35 to 746.62	79	60	70
***746.62 to 746.92 (Canby)	50	50	50
746.92 to 748.20	79	60	70
748.20 to 748.95	79	55	70
748.95 to 750.35	35	35	35
750.35 to 754.35	55	55	55
***754.35 to 756.31 (Oregon City)	40	40	40
756.31 to 758.00	50	50	50
758.00 to 764.10	65	60	65
***764.10 to 764.30 (Milwaukie)	45	45	45
764.30 to 767.15 (Haig)	65	60	65
767.15 to 767.90 (Haig)	65	45	65
767.90 to 770.25	20	20	20
770.25 to 770.70	8	8	8
770.70 to 771.00	6	6	6

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, PORTLAND TO EUGENE:			
771.00 to 770.70	6	6	6
770.70 to 770.25	8	8	8
770.25 to 767.90	20	20	20
767.90 to 764.30 (Haig)	65	60	65
***764.30 to 764.10 (Milwaukie)	45	45	45
764.10 to 758.00	65	60	65
758.00 to 756.31	50	50	50
***756.31 to 754.35 (Oregon City)	40	40	40
754.35 to 750.35	55	55	55
750.35 to 748.95	35	35	35
748.95 to 746.92	79	60	70
***746.92 to 746.62 (Canby)	50	50	50
746.62 to 744.35	79	60	70
***744.35 to 742.72 (Aurora)	45	45	45
742.72 to 735.76	79	60	70
***735.76 to 734.45 (Woodburn)	45	45	45
734.45 to 721.31	79	60	70
721.31 to 720.56	79	55	70
***720.56 to 718.85 (Salem)	35	35	35
***718.85 to 717.95 (Salem)	20	20	20
***717.95 to 716.52 (Salem)	35	35	35
716.52 to 703.55	79	60	70
703.55 to 702.70	70	60	70
702.70 to 699.58	79	60	70
699.58 to 699.06	60	60	60
699.06 to 697.25	79	60	70
697.25 to 696.42	70	60	70
696.42 to 693.25	79	60	70
693.25 to 692.50	70	55	70
***692.50 to 690.36 (Albany)	30	30	30
690.36 to 663.91	79	60	70
663.91 to 663.30	70	60	70
663.30 to 661.67	79	60	70
661.67 to 661.13	70	60	70
661.13 to 652.50 (Eugene Yard)	79	60	70
652.50 to 652.10 (Eugene Yard)	35	35	35
652.10 to 648.95 (Eugene Yard)	79	60	70
648.95 to 648.20 (Eugene Yard)	79	55	70
***648.20 to 647.30 (Eugene)	30	30	30

***PUC Order.

No. 377 (PCE), 376 (Starpacer) and No. 378 (PCE), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except	15
Through east and west switches and sidings at Folk, Shedd and Tangent	25
Through east and west switches and sidings at Irving, Swain, Halsey, Millersburg, Marion, Turner, Pringle, Fair Grounds, Labish, Woodburn, Hito, Canby, Coalca and Oregon City	20
Through east and west switches and siding at Junction City	15
Through slip switches	10
Through turnouts on other than sidings	10
On Branch Lines except on Buman spur	10
On Union Station tracks, Portland	6

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or
2. When carrying 90 lbs. brake pipe pressure do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	MP MP Column:	1	2
EASTWARD, ALBANY TO TALLMAN...	40	40	WESTWARD, TALLMAN TO ALBANY...	40	40
EASTWARD, SPRINGFIELD TO WOODBURN:			WESTWARD, WOODBURN TO SPRINGFIELD:		
645.00 to 645.12	15	15	737.80 to 737.64	10	10
645.12 to 652.20	25	25	737.64 to 727.45	35	35
652.20 to 684.87	15	15	727.45 to 725.15	25	25
684.87 to 687.83	40	40	725.15 to 719.45	35	35
687.83 to 690.07	15	15	719.45 to 719.10	15	15
690.07 to 696.18	30	30	719.10 to 717.45	20	20
696.18 to 700.25	40	40	717.45 to 714.90	15	15
700.25 to 704.67	30	30	714.90 to 712.95	20	20
704.67 to 712.95	15	15	712.95 to 704.67	15	15
712.95 to 714.90	20	20	704.67 to 700.25	30	30
714.90 to 717.45	15	15	700.25 to 696.18	40	40
717.45 to 719.10	20	20	696.18 to 690.07	30	30
719.10 to 719.45	15	15	690.07 to 687.83	15	15
719.45 to 725.15	35	35	687.83 to 684.87	40	40
725.15 to 727.45	25	25	684.87 to 652.20	15	15
727.45 to 737.64	35	35	652.20 to 645.12	25	25
737.64 to 737.80	10	10	645.12 to 645.00	15	15
EASTWARD, SHELBURN TO END MILL CITY BRANCH:			WESTWARD, END MILL CITY BRANCH TO SHELBURN:		
704.93 to 705.00	10	10	727.88 to 725.00	15	15
705.00 to 705.40	15	15	725.00 to 720.00	40	40
705.40 to 710.25	40	40	720.00 to 719.10	15	15
710.25 to 711.25	15	15	719.10 to 717.84	40	40
711.25 to 713.65	25	25	717.84 to 715.64	30	30
713.65 to 714.26	20	20	715.65 to 714.26	25	25
714.26 to 715.64	25	25	714.26 to 713.65	20	20
715.64 to 717.84	30	30	713.65 to 711.25	25	25
717.84 to 719.10	40	40	711.25 to 710.25	15	15
719.10 to 720.00	15	15	710.25 to 705.40	40	40
720.00 to 725.00	40	40	705.40 to 705.00	15	15
725.00 to 727.88	15	15	705.00 to 704.93	10	10
EASTWARD, SALEM TO GEER:			WESTWARD, GEER TO SALEM:		
725.93 to 725.73	15	15	719.12 to 719.34	15	15
***725.73 to 724.70	25	25	719.34 to 724.70	35	35
724.70 to 719.34	35	35	***724.70 to 725.73	25	25
719.34 to 719.12	15	15	725.73 to 725.93	15	15
EASTWARD, ALBANY TO TOLEDO:			WESTWARD, TOLEDO TO ALBANY:		
690.90 to 691.35	25	25	766.00 to 763.50	20	20
**691.35 to 691.93 (Bridge)	15	15	763.50 to 752.46	25	25
702.10 to 689.80 (Junction Switch)	15	15	752.46 to 752.28 (Tunnel 24)	20	20
691.93 to 692.80	35	35	752.28 to 734.40	25	25
692.80 to 695.49	40	40	734.40 to 732.00	20	20
695.49 to 696.20	35	35	732.00 to 728.66	15	15
696.20 to 701.45	40	40	728.66 to 708.50	20	20
701.45 to 702.10	35	35	708.50 to 705.05	40	40
689.80 to 688.67	20	20	705.05 to 704.33	30	30
688.67 to 703.30 (Junction Switch)	15	15	704.33 to 703.30	20	20
703.30 to 704.33	20	20	703.30 to 688.67 (Junction Switch)	15	15
704.33 to 705.05	30	30	688.67 to 689.80	20	20
705.05 to 708.50	40	40	689.80 to 702.10 (Junction Switch)	15	15
708.50 to 728.66	20	20	702.10 to 701.45	35	35
728.66 to 732.00	15	15	701.45 to 696.20	40	40
732.00 to 734.40	20	20	696.20 to 695.20	35	35
734.40 to 752.28	25	25	695.49 to 692.80	40	40
752.28 to 752.46 (Tunnel 24)	20	20	692.80 to 691.93	35	35
752.46 to 763.50	25	25	**691.93 to 691.35 (Bridge)	15	15
763.50 to 766.00	20	20	691.35 to 690.90	25	25
EASTWARD, SALEM TO FALLS CITY:			WESTWARD, FALLS CITY TO SALEM:		
**718.80 to 720.04 (Crossing and Bridge)	15	15	743.20 to 733.80	15	15
720.04 to 721.18	25	25	733.80 to 724.60	40	40
721.18 to 724.60	30	30	724.60 to 721.18	30	30
724.60 to 733.80	40	40	721.18 to 720.04	25	25
733.80 to 743.20	15	15	**720.04 to 718.80 (Crossing and Bridge)	15	15

**ICC Regulation. ***PUC Order.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	MP MP Column:	1	2
EASTWARD, MONROE TO HILLSBORO:			WESTWARD, HILLSBORO TO MONROE:		
671.48 to 688.13	30	30	**765.35 to 765.20 (Hillsboro)	20	20
**688.13 to 688.79 (Corvallis)	20	20	**765.20 to 764.54 (Hillsboro)	25	25
**688.79 to 689.29 (Corvallis)	15	15	764.54 to 762.22	40	40
**689.29 to 689.82 (Corvallis)	20	20	**762.22 to 760.29 (Cornelius)	12	12
689.82 to 690.48	25	25	760.29 to 753.22	40	40
690.48 to 709.04	40	40	**753.22 to 752.81 (Gaston)	15	15
709.04 to 709.31	25	25	752.81 to 746.00	40	40
**709.31 to 709.50 (Independence)	10	10	**746.00 to 745.49 (Yamhill)	25	25
709.50 to 710.10	25	25	745.49 to 742.69	40	40
710.10 to 727.81	40	40	**742.69 to 741.90 (Carlton)	25	25
**727.81 to 728.53 (Amity)	25	25	741.90 to 735.72	40	40
728.53 to 733.59	40	40	**735.72 to 733.59 (McMinnville)	25	25
**733.59 to 735.72 (McMinnville)	25	25	733.59 to 728.53	40	40
735.72 to 741.90	40	40	**728.53 to 727.81 (Amity)	25	25
**741.90 to 742.69 (Carlton)	25	25	727.81 to 710.10	40	40
742.69 to 745.49	40	40	710.10 to 709.50	25	25
**745.49 to 746.00 (Yamhill)	25	25	**709.50 to 709.31 (Independence)	10	10
746.00 to 752.81	40	40	709.31 to 709.04	25	25
**752.81 to 753.22 (Gaston)	15	15	709.04 to 690.48	40	40
753.22 to 760.29	40	40	690.48 to 689.82	25	25
**760.29 to 762.22 (Cornelius)	12	12	**689.82 to 689.29 (Corvallis)	20	20
762.22 to 764.54	40	40	**689.29 to 688.79 (Corvallis)	15	15
**764.54 to 765.20 (Hillsboro)	25	25	**688.79 to 688.13 (Corvallis)	20	20
**765.20 to 765.35 (Hillsboro)	20	20	688.13 to 671.48	30	30
EASTWARD, ST JOSEPH TO COOK:			WESTWARD, COOK TO ST. JOSEPH:		
737.89 to 745.80	30	30	763.98 to 757.35	30	30
745.80 to 746.40	25	25	757.35 to 754.00	20	20
746.40 to 748.09	30	30	754.00 to 753.60	15	15
*748.09 to 749.07 (Newberg)	15	15	753.60 to 750.95	20	20
749.07 to 750.95	30	30	750.95 to 749.07	30	30
750.95 to 753.60	20	20	*749.07 to 748.09 (Newberg)	15	15
753.60 to 754.00	15	15	748.09 to 746.40	30	30
754.00 to 757.35	20	20	746.40 to 745.80	25	25
757.35 to 763.98	30	30	745.80 to 737.89	30	30
EASTWARD, ALPINE JCT. TO DAWSON	20	20	WESTWARD, DAWSON TO ALPINE JCT.	20	20
EASTWARD, WHITESON TO WILLAMINA:			WESTWARD, WILLAMINA TO WHITESON:		
730.46 to 730.73	15	15	749.46 to 744.90 (End of Branch)	30	30
730.73 to 737.70	40	40	744.90 to 742.75	20	20
737.70 to 737.79	30	30	742.75 to 737.79	40	40
737.79 to 742.75	40	40	737.79 to 737.70	30	30
742.75 to 744.90	20	20	737.70 to 730.73	40	40
744.90 to 749.46 (End of Branch)	30	30	730.73 to 730.46	15	15
EASTWARD, BROADMEAD TO PERRYDALE	15	15	WESTWARD, PERRYDALE TO BROADMEAD	15	15
EASTWARD, CANBY TO MOLLALLA:			WESTWARD, MOLLALLA TO CANBY:		
747.52 to 747.69	15	15	757.81 to 757.20	20	20
747.69 to 757.20	35	35	757.20 to 747.69	35	35
757.20 to 757.81	20	20	747.69 to 747.52	15	15
EASTWARD, WILSONIA TO JEFFERSON ST	20	20	WESTWARD, JEFFERSON ST. TO WILSONIA	20	20

*Regulated by City ordinance. **PUC.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
EASTWARD, TILLAMOOK TO WILLSBURG JUNCTION:		
***855.80 to 855.58 (Tillamook)	20	20
855.58 to 854.28	30	30
854.28 to 850.70	35	35
***850.70 to 847.00 (Bay City)	30	30
***847.00 to 844.40 (Garibaldi)	20	20
844.40 to 841.31	30	30
***841.31 to 839.83 (Rockaway)	25	25
839.83 to 837.00	30	30
837.00 to 836.50	20	20
836.50 to 835.20	25	25
835.20 to 833.16	30	30
***833.16 to 832.86 (Wheeler)	25	25
832.86 to 831.00	30	30
831.00 to 830.16	20	20
830.16 to 828.76	25	25
828.76 to 828.22	20	20
828.22 to 823.52	30	30
823.52 to 822.40	20	20
822.40 to 817.58	30	30
817.58 to 815.99	25	25
815.99 to 811.76	20	20
811.76 to 800.00	15	15
800.00 to 781.69	20	20
781.69 to 767.14	35	35
767.14 to 765.90	30	30
765.90 to 765.06	20	20
765.06 to 764.86	15	15
764.86 to 756.20	30	30
**756.20 to 751.88 (Beaverton-Greton)	20	20
751.88 to 745.16	30	30
745.16 to 743.10 (Lake Oswego)	10	10
743.10 to 742.17	30	30
742.17 to 741.60 (Milwaukie)	12	12
741.60 to 740.72	30	30

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
WESTWARD, WILLSBURG JUNCTION TO TILLAMOOK:		
740.72 to 741.60	30	30
741.60 to 742.17 (Milwaukie)	12	12
742.17 to 743.10	30	30
743.10 to 745.16 (Lake Oswego)	10	10
745.16 to 751.88	30	30
**751.88 to 756.20 (Greton-Beaverton)	20	20
756.20 to 764.86	30	30
764.86 to 765.06	15	15
765.06 to 765.90	20	20
765.90 to 767.14	30	30
767.14 to 781.69	35	35
781.69 to 800.00	20	20
800.00 to 811.76	15	15
811.76 to 815.99	20	20
815.99 to 817.58	25	25
817.58 to 822.40	30	30
822.40 to 823.52	20	20
823.52 to 828.22	30	30
828.22 to 828.76	20	20
828.76 to 830.16	25	25
830.16 to 831.00	20	20
831.00 to 832.86	30	30
***832.86 to 833.16 (Wheeler)	25	25
833.16 to 835.20	30	30
835.20 to 836.50	25	25
836.50 to 837.00	20	20
837.00 to 839.83	30	30
***839.83 to 841.31 (Rockaway)	25	25
841.31 to 844.40	30	30
***844.40 to 847.00 (Garibaldi)	20	20
***847.00 to 850.70 (Bay City)	30	30
850.70 to 854.28	35	35
854.28 to 855.58	30	30
***855.58 to 855.80 (Tillamook)	20	20

**ICC Regulation. ***PUC.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Eugene to Salem	Salem to Barlow	Barlow to Canby Oregon City to Clackamas	Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukie Clackamas to Oregon City	E. Milwaukie to Clackamas Oregon City to Coalca	Coalca to Canby Aurora to Hito	Canby to Aurora Hito to Salem	Salem to Eugene
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2275	2650	2100	2650	1550	2650	1550	2650	2100
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2300	2675	2125	2675	1575	2675	1575	2675	2125
DF-1 to 12	6138 to 6470, 8022 to 8303, except	2750	2975	2375	2975	1800	2975	1800	2975	2375
	with 61:16 gear ratio									
	with 60:17 gear ratio	2025	2350	1900	2350	1375	2350	1375	2350	1900
DF-100	5200 to 5202	2725	3175	2525	3175	1925	3175	1925	3175	2525
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3550	4000	3250	4000	2425	4000	2425	4000	3250
DF-109, 111	4903 to 4905, 5250 to 5252	5225	6100	4775	6100	3525	6100	3525	6100	4775
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	4350	5000	4000	5000	3000	5000	3000	5000	4000
DF-123, 126	5448, 5494 to 5507									
DF-500, 501	4800 to 4815									
DF-602	5892 to 5895									
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	3325	3825	3075	3825	2325	3825	2325	3825	3075
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871									
DF-127	7000 to 7020									
DF-617, 620	7200 to 7237									
DF-618	7300 to 7309									
DF-621	7400 to 7407									
DF-619, 622	7500 to 7527									
DF-800, 801	9000 to 9017, 9021 to 9023	5125	5950	4725	5950	3550	5950	3550	5950	4725
DF-802	9018 to 9020									
DS-1 to 8	1000 to 1032	1100	1275	1025	1275	750	1275	750	1275	1025
DS-9 to 12	1036 to 1090	1950	2225	1775	2225	1300	2225	1300	2225	1775
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1675	1925	1550	1925	1150	1925	1150	1925	1550
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2325	2500	2125	2500	1575	2500	1575	2500	2125
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596	2025	2350	1900	2350	1400	2350	1400	2350	1900
DS-200, 201	1900 to 1903									
DS-600 to 604	4600 to 4623, 4700 to 4703	2200	2550	2025	2550	1525	2550	1525	2550	2025
DS-605, 606	4624 to 4633	2400	2800	2200	2800	1625	2800	1625	2800	2200
DS-607	4634 to 4645	2625	3025	2425	3025	1850	3025	1850	3025	2425
DS-500 to 506	5100 to 5120	1375	1600	1275	1600	950	1600	950	1600	1275

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	Albany to Lebanon	Springfield to Coburg	Coburg to Tallman	Lebanon and Griggs	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsville	Griggs and MP 706	MP 706 and MP 707 Wood-Springfield Branch	MP 707 to Aumsville	MP 858 to Aumsville Tallman to Coburg	Coburg to Springfield	Lebanon to Albany	Shelburn to Mill City	Mill City to Shelburn	Salem and Geer	Albany to Corvallis	Corvallis to Flynn	Flynn to Summit	Summit to Nashville	Nashville to Toledo	Nashville to Summit
DF-1 to 12	3800	....	....	....	....	⑨	⑨	....	....	....	....	....	....	6050	....	....	....	2275	....	....	....	....	....
DF-100	3875	....	....	2775	1100	1525	1100	575	....	....	....	....	....	4000	....	....	④1650	2250	1500	1175	3800	2500	700
DF-101 to 108, 110, 112	5000	....	5000	3900	2175	2375	1700	1100	3900	....	3900	3425	....	5000	2525	3425	⑤2525	3675	2450	1550	5000	3700	1250
DF-109, 111	....	....	....	....	....	⑨	⑨	....	....	....	....	....	....	....	....	....	....	4950	3400	2150	5000	5000	1325
DF-114, 116 to 118, 120 to 122, 124, 125	5450	....	⑩5000	⑩3900	⑩2150	2450	1750	⑩1100	⑩3900	....	⑩3900	⑩3425	....	10000	⑩2625	⑩3425	⑥2625	3775	2600	1600	10000	3700	1100
DF-500, 501	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	....	....	....	....	....	⑨	⑨	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-608 to 610	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-1 to 8	1625	....	....	1150	....	....	....	....	⑱1150	....	....	....	....	4000	⑰600	⑰1000	④650	950	625	450	1600	1075	300
DS-9 to 12	2900	....	....	2075	....	....	....	....	....	....	....	....	....	4000	....	....	....	1700	1150	825	2850	1950	525
DS-100 to 109, 111, 115, 119	3150	....	....	2225	....	....	....	....	....	....	....	....	....	4000	....	....	....	1825	1050	875	3000	3100	575
DS-110, 114, 118	3000	....	....	2200	....	....	....	....	....	....	....	....	....	4000	....	....	....	1850	1050	875	3000	2100	575
DS-113, 117, 120 to 122	3000	....	....	2200	....	....	....	....	....	....	....	....	....	4000	....	....	....	1800	1000	850	4000	2075	525
DS-200, 201	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-500 to 506	1625	1875	1875	1475	800	800	575	425	1475	1475	1475	1300	1300	3000	850	1300	②850	1225	825	600	2000	1400	375
DS-600 to 604	3300	....	....	....	....	⑨	⑨	....	....	....	....	....	....	4000	....	....	④1375	1950	1325	975	4000	2250	600
DS-605, 606	3650	....	....	....	....	⑨	⑨	....	....	....	....	....	....	4000	....	....	....	2100	1450	1000	4000	2425	675
DS-607	3950	....	....	....	....	⑨	⑨	....	....	....	....	....	....	4000	....	....	....	2325	1600	1125	4000	2675	725

②Rating Geer to Salem 3000.
④Rating Geer to Salem 4000.
⑤Rating Geer to Salem 5000.
⑥Rating Geer to Salem 10000.
⑨Authorize to use in Woodburn Yard Limits; SP&S engines may operate as follows: Between Albany and Lebanon.
⑩Does not include DF-121, 122, 124, 125.
⑰Restricted to 20 MPH; DS-2, 3, 6, 7, 8 restricted to 25 MPH.
⑱Restricted to 20 MPH.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Summit to Flynn	Flynn to Corvallis	Corvallis to Albany	Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Gillams to MP 735.5	Falls City to Gilliams MP 735.5 to Dallas	Dallas to Salem	Monroe to Corvallis	Corvallis to Gaston	Gaston to Hillsboro Hillsboro to Cook	Cook to Sherwood	Willsburg Jct. to Cook Cook to Hillsboro Hillsboro to Gaston	Gaston to Corvallis	Corvallis to Monroe	Sherwood to Springbrook St. Joseph to Springbrook
DF-1 to 12	6138 to 6470, 8022 to 8303, except with 60:17 gear ratio	....	....	6050	....	....	....	....	....	....	....	....	....	1700	....	....	....	1600
DF-100	5200 to 5202	1750	2900	4000	1925	1200	1100	1300	⑤1500	1300	2900	1650	1600	①1125	1600	1475	1050	1175
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2350	4200	5000	2875	1850	1700	2025	⑥2325	2000	5000	2325	3075	②2075	2075	2225	1625	2300
DF-109, 111	4903 to 4905, 5250 to 5252	3600	4925	5000	3200	2100	1925	2275	⑥2600	2250	7325	....	⑯3425	3725	3725	....	1825	2575
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2375	4675	10000	3000	1925	1750	2075	⑦⑬ 1900	2050	7000	2600	⑰3575	2850	⑱3725	2300	1700	2275
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-608 to 610	5720 to 5729	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	700	1175	4000	750	....	....	....	....	475	1750	650	900	700	700	550	400	675
DS-9 to 12	1033 to 1090	1200	2100	4000	1300	....	....	....	....	925	....	1150	1600	1250	....	....	725	1175
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1300	2225	4000	⑪1150	....	....	....	....	⑪1000	3325	....	....	1375	....	....	800	1275
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	2225	4000	⑫1575	....	....	....	....	⑫1000	3500	....	....	1375	....	....	825	1275
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1300	2225	4000	....	....	....	....	....	....	3200	1325	....	1325	....	....	775	1250
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-500 to 506	5100 to 5120	875	1475	3000	950	700	725	700	850	575	3000	850	1150	925	925	750	1200	850
DS-600 to 604	4600 to 4623, 4770 to 4703	1400	2375	4000	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-605, 606	4624 to 4633	1525	2575	4000	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-607	4634 to 4645	1700	2825	4000	....	....	....	....	....	....	....	....	....	....	....	....	....	....

①Rating Willsburg Jct. to Cook 1650; Rating Cook to Sherwood and Hillsboro to Gaston 1850.
②Rating Willsburg Jct. to Cook 3000; Rating Cook to Sherwood and Hillsboro to Gaston 2750.
⑤Rating MP 735.50 to Dallas 4000.
⑥Rating MP 735.50 to Dallas 5000.
⑦Rating MP 735.50 to Dallas 10000.
⑪Does not apply to DS-101, 109 and 119.
⑫Does not apply to DS-118.
⑬Applies to DF-116 Falls City to Gilliams. No restriction MP 735.50 to Dallas.
⑯Applies to Tillamook Branch only; rating Gaston to Hillsboro 4650.
⑰Rating Hillsboro to Cook 3850.
⑱Rating Willsburg Jct. to Hillsboro 3050.

SP&SRy engines may operate as follows: Between Greton and Beburg—DES class not to exceed 248,000 lbs.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Springbrook to Sherwood	Sherwood to Cook Cook to Willsburg Jct.	Springbrook to St. Joseph	Dawson to Alpine Jct.	Alpine Jct. to Dawson	Whiteson and Broadmead and Perrydale Branch	Broadmead to Willamina	Willamina to Broadmead	Canby and Molalla	Wilsonia to Jefferson St.	Jefferson St. to Wilsonia	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook Buxton to Hillsboro	Hillsboro to Buxton	Buxton to Timber
DF-1 to 12	6138 to 6470, 8022 to 8303, except with 60:17 gear ratio	950	⑥4150	4000	....	....	....	....	....	⑨	⑤1325	⑤1150	....	....	....	....	....	....	....
DF-100	5200 to 5202	950	1600	2900	2725	1225	1325	1900	1250	1475	1425	1175	1925	1125	550	1300	2900	2725	775
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	1450	3075	5000	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-109, 111	4903 to 4905, 5250 to 5252	1650	⑧5000	8900	5600	2575	2800	3875	2625	⑨	2375	2050	2925	1725	825	2000	4400	4100	1200
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	1500	3575	7000	4300	1925	2100	2950	1975	2375	2175	1900	3000	1800	850	2050	4675	4325	1200
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719 5730 to 5779	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....
DF-608 to 610	5720 to 5729	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	320	900	1750	1350	475	....	750	475	600	550	475	775	400	200	475	1150	1075	300
DS-9 to 12	1033 to 1090	675	1600	3050	1950	875	....	....	....	1075	975	825	....	800	400	925	....	....	550
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	700	⑥1725	3325	2100	825	....	....	....	③1175	925	800	....	850	425	1000	....	....	600
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	700	⑥1725	3200	2125	950	....	....	....	④1175	1075	925	....	850	425	1000	....	....	600
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	700	⑥1700	3200	2025	900	....	....	....	⑨	1025	875	....	825	400	975	....	....	600
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....
DS-500 to 506	5100 to 5120	500	1150	2200	1700	475	675	950	650	775	550	475	950	575	275	675	1475	1375	400
DS-600 to 604	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....
DS-605, 606	4624 to 4633	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....
DS-607	4634 to 4645	....	....	....	....	....	....	....	....	⑨	....	....	....	....	....	....	....	....	....

③Does not apply to DS-101, 109 and 119.
④Applies to DS-110 only.
⑤Does not apply to DF-4, 11, 12.
⑥Does not apply Cook to Willsburg Jct.
⑧Applies to Tillamook Branch only; rating Sherwood to Cook 4650.
⑨Authorized to operate on Molalla Branch Track within Canby Yard Limits.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RULE 14-K. Will not apply in CTC limits between Eugene and Crescent Lake.

RULE 16(k). Eugene Passenger Station: When standing apply or release air brakes.

RULE 22. Helper engines coupled ahead of road engines need not display indicators between Eugene Yard and Cascade Summit.

RULE 26. To protect against fire hazard on diesel fueling tracks at Eugene Yard, a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

RULE 82-A. Westward first-class trains, sections thereof and extra passenger trains authorized on the Brooklyn Subdivision and operating through Eugene on Springfield and/or Medford Subdivisions must obtain clearance and train orders, if any, at Burma, which will apply and authorize such trains on the Springfield and/or Medford Subdivisions. Copies of clearances and train orders for the out-going engineer of such trains at Eugene will be furnished to the conductor at Butma who will make delivery to the out-going engineer at Eugene. Such trains are thereby authorized to display indicators and signals, if any, accordingly and are not required to obtain a clearance at Eugene.

Eastward first-class trains, sections thereof, and extra passenger trains authorized on the Medford and/or Springfield Subdivisions and operating through Eugene are also authorized on the Brooklyn Subdivision, will display indicators and signals, if any, accordingly and are not required to obtain a clearance at Eugene.

Extra trains operating between Mohawk Jct. and Hyland will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit and are authorized to operate as extra train in this territory without obtaining clearance.

Trains authorized to operate on Marcola Branch as provided by Rule 82-A, third paragraph, must not occupy main track between MP-649.25 Hendricks and MP-659.7 Hyland between the hours of 5:00 AM. and 5:00 PM. on Monday through Saturday.

RULE 83. Trains via Medford Subdivisions may identify trains between Eugene Yard and Judkins and such identification will apply at Springfield Jct.

Extra trains operating between Mohawk Jct. and Hyland, in addition to information required by train register must register destination of trip, turning point and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at initial station must also be entered in column captioned "Signals." Extra trains en route into this territory must not leave the initial station until it has been ascertained from the train register that all preceding extra trains by the route to be used have completed their trip and registered time and date of arrival at Mohawk Jct. accordingly.

RULE 83-A. At the following stations only the trains indicated will register:

Springfield	Trains originating and terminating.
Eugene Yard	Trains originating and terminating.

RULE 83-B. At open train order offices trains may register by ticket as follows:

Crescent Lake	First-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following stations:

West MP		East MP
527.17	Crescent Lake	529.08
612.07	Fall Creek Jct. (Fall Creek Branch)	601.85
617.70	Springfield	621.35
	" (Woodburn-Springfield Branch)	646.04
	" (Marcola Branch)	649.00
644.13	Eugene	652.39
	" (Coos Bay Branch)	652.29

Crescent Lake: Trains entering yard will use track indicated in Illuminated indicator located on westward SA signal at east switch for westward trains and on eastward SA signal at west switch for eastward trains.

Units for display of flashing white light located west of west ladder track and east of east ladder track leads and when displayed will authorized movement from yard tracks to beginning of CTC.

RULE 95. Clearances delivered at Burma to regular trains or sections thereof must be endorsed "green" signals or "no" signals as the case may be.

RULE 99. Will not apply between Mohawk Jct. and Hyland.

RULE 99-A. Flag protection to the rear of Trains 19 and 20 is not required when these trains are standing on main track at Eugene passenger station.

Flag protection to rear of standing train not required between west switch Judkins and MP-618.4 "A" signal west of Mohawk Jct.

Eugene: Junction switch will be handled by yardmen.

RULE 104. The normal position of rigid switches at junction points is as follows:

Fall Creek Jct.	Fall Creek Branch for Cascade line,
Mohawk Jct.	Marcola Branch, for track No. 3,
Springfield	Woodburn-Springfield Branch, for Cascade line,

Derails in main track:

Fall Creek Jct.	Clearance point junction switch.
Marcola	200 feet east of east switch.

Hendricks: Switch from Marcola Branch to Weyerhaeuser Company plant tracks is lined for movement to Weyerhaeuser tracks.

RULE 221. Springfield is a train order office only for trains originating via Medford Subdivision, Woodburn-Springfield Branch.

Eugene Yard is a train order office only for westward trains originating, and eastward trains via Coos Bay Subdivision.

Burma is a train order office only for trains originating and terminating at Eugene, for No. 376, No. 378 and for other eastward trains via Brooklyn Subdivision originating at Eugene Yard. Extra passenger trains authorized on the Medford, Springfield or Brooklyn Subdivisions and operating through Eugene must obtain a clearance at Burma OK'd by Chief Train Dispatcher.

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-A	Fire detector Cascade Creek Bridge, MP 546.38	P-A
P-A P-A	Slide detector fence East of Tunnel No. 6, MP 546.70	P-5469
P-5470	Fire detector on trestle between Tunnels Nos. 7 and 8, MP 547.70	P-5481
P-5478	Fire detector on trestle between Tunnels Nos. 9 and 10, MP 547.60	P-5491
P-5490	Fire detector on Side Canyon Bridge, MP 549.10	P-5497
P-A P-A	Fire detector on Steep Canyon Bridge, MP 552.30	P-5529
P-5528	Slide detector on cinder fill ½ mile West of Fields, MP 553.60	P-A P-A P-A P-A
P-5628	Fire detector on Salt Creek Bridge, MP 563.20	
P-A P-A	Fire detector on Eagle Creek Bridge, MP 565.50	P-5655
P-5726 P-5714	Slide detector fence, MP 572.20	P-5725 P-5735
P-5828	Slide detector fence, MP 583.00	P-5839
P-A P-A	Slide detector fence, MP 586.90	P-5875
P-A P-A	Slide detector fence, MP 596.20	P-5973
P-6118	Collision detector underpass, MP 611.90	
P-6120	Slide detector fence, MP 612.50	P-6133
P-6134	Slide detector fence, MP 613.80	P-A P-A
P-A	Collision detector highway underpass, MP 621.00	P-6213 P-A P-A

In addition to making careful inspection of track where slide fences are located, the face of bluff above the track must be observed for indication of slide.

RULE 505. AUTOMATIC SIGNAL SYSTEM

Crescent Lake: Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track No. 1, and end of CTC, at east switch yard track No. 1, by block signals whose indications will supersede the superiority of trains.

Eugene-Burma: Trains moving on main track in either direction will move between end of CTC and fouling point east switch Eugene Yard, MP 652.93, by block signals, whose indications will supersede the superiority of trains.

RULE 535. Spring Switches

Oakridge: Spring switches equipped with switch point indicators are located as follows:

1. East end Track No. 2
2. West end Track No. 2
3. West end Track No. 3

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from signal bridge, MP 647.62, Eugene to east switch Crescent Lake MP 529.03.

Judkins: Westward absolute signals located on signal bridge at west switch govern movements as follows:

Top units for movements on main track.

Bottom units for movement to Medford Subdivision.

Eugene: Dwarf light type absolute signal east end crossover MP 647.05 governs westward movements through crossover to main track only and will remain dark until electric locks are unlocked by train dispatcher.

Eugene: Westward two-unit ABSOLUTE Signal located at Lawrence Street governs movement on running track. Lower unit will display Lunar Aspect only. When Lunar Aspect is displayed in lower unit, train may enter controlled siding at restricted speed, expecting to find controlled siding occupied by a preceding train. Rule 289-C applies.

Controlled siding extends from west of Lawrence Street to east of Pearl Street. Capacity 40 cars.

GENERAL REGULATIONS

RULE 826.

Springfield: Indicator lights located on mast at Georgia-Pacific Plywood chip track govern movement as follows:

Green: Track may be used for switching movements.
Red: Track must not be entered.
Not Lighted: Must be considered as displaying most restrictive indication and Georgia-Pacific Plywood supervisor must be contacted before cars are coupled to or moved.

Springfield: Clear Fir Products track No. 2 equipped with gate across track, which automatically opens building door for switching inside building. Trains must stop at stop sign located approximately 25 feet from gate. Indicator lights located on right side of gate indicate following:

Green: Gate Open.
Red: Gate Closed.
Not Lighted: Signals must be considered as displaying most restrictive indication and cars are not to be coupled to, or moved.

If door fails to open, emergency switch on left side of door will actuate automatic door.

After completion of switching, gate must be closed and locked, which will automatically close plant door.

If indicator lights are not lighted and if door fails to close, contact plant foreman immediately.

Eugene Yard: Indicator lights located on Tracks Nos. 30 and 32, govern movement on these tracks as follows:

Green: Tracks may be used for trains or switching movements.
Yellow: Tracks may be entered, switched and engines, cars or cabooses added or detached.
Red: Tracks may be entered, but cars on these tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted: Signals must be considered as displaying most restrictive indication and Icing Platform Foreman must be contacted for instructions before cars are coupled to or moved.

When indicator light at east end Track 30 displays "Red" aspect, engines moving eastward on this track must not pass fouling point until indicator light displays "Green" aspect.

RULE 827. Eastward freight and mixed trains using retaining valves and with less than three dynamic brakes in operation will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run not to exceed 18 miles before again stopping for wheel radiation.

Eastward freight and mixed trains with retaining valves in use and with three or more dynamic brakes in operation, will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run to Oakridge without stopping.

Train inspection must be made at heat radiation stops. Air Brake Rule 34 must be complied with.

RULE 872. Enginemen taking charge of engines at Eugene Terminal will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES

RULE 17. Cascade Summit to Oakridge: Eastward passenger trains, with dynamic brakes operating, and not over 20 cars need not turn up retaining valves; if over 20 cars turn up one retaining valve for each 100 tons over 20 cars, on head end of train. Other eastward passenger trains will turn up retaining valves on all passenger-carrying equipment and on head-end cars in excess of three, stopping if necessary at Cascade Summit, to do so.

Retaining valves will be used on freight and mixed trains on descending grades as follows:

Cascade Summit to Oakridge . . . . . with no dynamic brake in operation one retaining valve for every 70 tons in train. When dynamic brake is in operation and tonnage of train exceeds 1200 tons per four-axle unit, or 2200 tons per six-axle unit, one retaining valve for each 125 tons in train.

For operating convenience retaining valves may be turned up at Crescent Lake and turned down at Pryor or Lookout.

When dynamic brakes are in operation on TOFC trains and pressure maintaining system of braking is being used, retainers will not be required when car tonnage is less than 80 tons per operative brake.

If dynamic brakes are not in operation or pressure maintaining system of braking is not being used, one retaining valve will be turned up for each 60 tons in train or, if tons per operative brake exceed 60 tons, retaining valves must be turned up on all cars.

Rule 19. When handling **dead** diesel units in eastward trains between Cascade Summit and Oakridge, pressure maintaining system of braking is not to be used.

RULE 24-B. Crescent Lake: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

FREIGHT TRAINS

RULE 33. Maximum tonnage per operative brake Cascade Summit to Oakridge is 70 tons, except 80 tons per operative brake may be handled providing one 4-axle unit of dynamic brake is in operation for each 1000 tons in train and train is operated under provisions of Air Brake Rule 19. Should conditions arise on descending grade which prohibit operation under the exception, train must be stopped immediately, all retaining valves turned up, and speed restricted to not more than 15 MPH.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

Tons per operative brake on TOFC trains must not exceed 80 tons. Tonnage of engine behind the 20th axle of dynamic brake is not to be included with train tonnage in calculating tons per operative brake.

PASSENGER TRAINS

RULE 39. Running test must be made by passenger trains as follows:

Eastward trains.......Just west of station Cascade Summit.

MISCELLANEOUS

1. UTLX 49999 (Tank Car) may be operated on all branch lines except Marcola Branch between Hendricks and Hyland.

UTLX 50000 (Tank Car) restricted on all branch lines except Fall Creek Branch.

Oakridge: Engines must not operate beyond engine restriction sign located 718 feet west of switch on Sand spur.

Between **Oakridge** and **Eugene** freight trains handling loaded chip cars must not exceed 45 MPH.

2. Load limit (car and contents):

Crescent Lake-Eugene	263,000 lbs.
Mohawk Jct.-MP 649.40 (Marcola Br.)	240,000 lbs.
MP 649.40 (Marcola Br.)-Hyland	169,000 lbs.

3. LOCATION OF STOCK YARDS

Station	Capacity in cars
Eugene Yard	3 (Water)

4. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description	
537.80	East of Cascade Summit	Tunnel No. 3	Overhd & Side
544.30	East of Abernethy	Tunnel No. 4	Overhd & Side
545.20	East of Abernethy	Tunnel No. 5 & Rock Shed	Overhd & Side
546.50	East of Cruzatte	Tunnel No. 6	Overhd & Side
547.10	East of Cruzatte	Tunnel No. 7 & Snow Shed	Overhd & Side
547.70	East of Cruzatte	Tunnel No. 8	Overhd & Side
548.30	East of Cruzatte	Tunnel No. 9 & Snow Shed	Overhd & Side
548.60	East of Cruzatte	Tunnel No. 10 & Rock Shed	Overhd & Side
548.80	East of Cruzatte	Tunnel No. 11 & Rock Shed	Overhd & Side
549.30	East of Cruzatte	Tunnel No. 12 & Rock Shed	Overhd & Side
550.00	East of Cruzatte	Tunnel No. 13	Overhd & Side
551.80	East of Frazier	Tunnel No. 14 & Snow Shed	Overhd & Side
553.90	East of Frazier	Tunnel No. 15	Overhd & Side
556.00	East of Fields	Tunnel No. 16	Overhd & Side
557.10	East of Fields	Tunnel No. 17	Overhd & Side
557.80	East of Fields	Tunnel No. 18	Overhd & Side
558.60	East of Fields	Tunnel No. 19	Overhd & Side
560.90	East of Wicopee	Tunnel No. 20	Overhd & Side
565.48	East of Heather	Eagle Creek through Pl. Girder	Overhd & Side
572.10	East of McCredie Springs	Tunnel No. 21	Overhd & Side
581.80	East of Oakridge	Tunnel No. 22	Overhd & Side
584.50	East of Westfir	Tunnel No. 23	Overhd & Side
587.20	East of Lookout	Tunnel No. 24	Overhd & Side
590.00	East of Lookout	1st Crossing middle Will. River through truss	Overhd & Side
620.58	East of Springfield	Through girder Mill Creek	Side
649.50	East of Hendricks	McKenzie River Crossing	Overhd & Side
651.02	East of Hendricks	1st Mohawk River Crossing	Overhd & Side

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand & Gravel Co. spur.

Eugene: Whenever aspect displayed by Signal 6482, located just east of Van Buren Street crossing, requires train to stop, train should be stopped just west of Van Buren Street crossing.

If a preceding train is not clear of main track after stop has been made, train will remain clear of Van Buren Street crossing until preceding train has entered yard.

Trains handling logs loaded on flat or logging cars must not exceed 20 MPH while moving on main track Eugene Yard.

Diesel engine cooling water facilities available following locations:

Oakridge	¾-inch hose on reel on west end of old "official quarters."
McCredie Springs	1½-inch hose near old locomotive water tank.
Wicopee	1½-inch hose near former location of middle locomotive water tank and buildings.
Fields	1-inch hose near B&B camp.
Cruzatte	Near former location of station building.
Crescent Lake	1-inch hose in baggage room at station.

When necessary to use these facilities replace hose in proper place.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, CRESCENT LAKE TO EUGENE YARD:			
528.60 to 533.12	60	60	60
533.12 to 537.31 (Cascade Summit)	55	55	55
537.31 to 553.50	30	25	30
553.50 to 554.00	25	25	25
***554.00 to 580.50 (Oakridge Crossing MP 580.20)	30	25	30
580.50 to 583.87	55	45	55
583.87 to 588.99	50	45	50
588.99 to 591.90	60	55	60
591.90 to 592.40	55	55	55
592.40 to 596.61	60	55	60
596.61 to 596.94	55	55	55
596.94 to 611.81	60	55	60
611.81 to 614.02	50	50	50
614.02 to 616.70	55	45	55
616.70 to 617.19	50	45	50
***617.19 to 620.40 (Springfield)	55	45	55
620.40 to 621.88 (644.60)	40	40	40
644.60 to 646.90	40	40	40
***646.90 to 648.20 (Eugene)	30	30	30
648.20 to 649.70 (Eugene Yard)	79	60	70
EASTWARD, MOHAWK JUNCTION TO HYLAND:			
646.59 to 647.21	..	20	20
647.21 to 659.81	..	25	25
EASTWARD, FALL CREEK JCT. TO MP 608.22	..	25	25

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, EUGENE YARD TO CRESCENT LAKE:			
649.70 to 648.95 (Eugene Yard)	79	60	70
648.95 to 648.20	79	55	70
***648.20 to 646.90 (Eugene)	30	30	30
646.90 to 644.60 (621.88)	40	40	40
621.88 to 620.40	40	40	40
***620.40 to 617.19 (Springfield)	55	45	55
617.19 to 616.70	50	45	50
616.70 to 614.02	55	45	55
614.02 to 611.81	50	50	50
611.81 to 596.94	60	55	60
596.94 to 596.61	55	55	55
596.61 to 592.40	60	55	60
592.40 to 591.90	55	55	55
591.90 to 588.99	60	55	60
588.99 to 583.87	50	45	50
583.87 to 580.50	55	45	55
***580.50 to 554.00 (Oakridge Crossing MP 580.20)	30	30	30
554.00 to 553.50	25	25	25
553.50 to 537.31	30	30	30
537.31 to 533.12 (Cascade Summit)	55	55	55
533.12 to 528.60	60	60	60
WESTWARD, HYLAND TO MOHAWK JUNCTION:			
659.81 to 647.21	..	25	25
647.21 to 646.59	..	20	20
WESTWARD, MP 608.22 TO FALL CREEK JCT.	..	25	25

***PUC Order.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign, except maximum speed must not exceed 60 MPH.

TOFC trains may operate at Column 1 speeds, not to exceed 60 MPH from Crescent Lake to Eugene, provided tons per operative brake do not exceed 80 tons.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yards and other tracks, wyes, balloon tracks, crossovers and turnouts except	15
Through and between east and west switches of controlled sidings at Cascade Summit, Abernethy, Cruzatte, Frazier, Fields, Wicopee, Heather, McCredie Springs, Pryor and Oakridge	25
Through and between east and west switches of controlled sidings at Lookout, Hampton, Crale, Minnow, Dexter, Dougren, Natron and Judkins	20
Through east junction switch at Springfield Jct.	25
Through turnouts other than sidings	10
On Branch Lines	10

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 lbs. brake pipe pressure do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Eugene	Eugene to Dougren	Dougren to Hampton	Hampton to Oakridge	Oakridge to Cascade Summit	Cascade Summit to Crescent Lake	Mohawk Jct. to Hyland	Hyland to Mohawk Jct.
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2850	2250	1600	1400	775	5500	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2875	2250	1600	1425	775	5525	....	....
DF-1 to 12	6138 to 6470, 8022 to 8303, except	3175	2500	1825	1625	1150	6050	....	....
	with 61:16 gear ratio								
	with 60:17 gear ratio	2525	2000	1425	1250	700	4750	....	....
DF-100	5200 to 5202	3400	2575	1950	1725	950	5000	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4000	3600	2450	2200	1450	5000	....	....
DF-109, 111	4903 to 4905, 5250 to 5252	6525	4050	3600	3225	1450	5000	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	5475	3600	3050	2700	1500	10000	....	....
DF-123, 126	5448, 5494 to 5507	5475	3600	3050	2700	1500	10000	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....	....
DF-602	5892 to 5895	....	....	....	....	....	....	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	3400	2711	1950	1750	1000	10000	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	....	....	....	....	....	....	....	....
DF-127	7000 to 7020	....	....	....	....	....	....	....	....
DF-617, 620	7200 to 7237	....	....	....	....	....	....	....	....
DF-618	7300 to 7309	....	....	....	....	....	....	....	....
DF-621	7400 to 7407	....	....	....	....	....	....	....	....
DF-619, 622	7500 to 7527	....	....	....	....	....	....	....	....
DF-800, 801	9000 to 9017, 9021 to 9023	6450	5000	3625	3225	1825	10000	....	....
DF-802	9018 to 9020	....	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	1375	1050	775	675	375	4000	....	....
DS-9 to 12	1036 to 1090	2425	1900	1350	1200	675	4000	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2075	2050	1175	1050	575	4000	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2900	2050	1600	1325	725	4000	....	....
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596	2525	2000	1425	1275	700	4000	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....	....
DS-600 to 604	4600 to 4623, 4700 to 4703	2800	2200	1575	1400	800	4000	....	....
DS-605, 606	4624 to 4633	3025	2400	1700	1500	825	4000	....	....
DS-607	4634 to 4645	3275	2600	1900	1675	925	4000	....	....
DS-500 to 506	5100 to 5120	1725	1375	975	875	475	3000	①850	①1150

①Not more than 2 units in multiple may be operated over McKenzie River Bridge.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE M. 4800 volt power line on signal pole line Kirk to Umli. If found broken or down extreme caution must be used and prompt report made from first available means of communication.

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 438.65	65-60
MP 447.31	75-60

RULE 16(e). Klamath Falls: Rule 16(e) IS CANCELLED.

RULE 16(k). Klamath Falls: When standing—apply or release air brakes.

RULE 82-A. Klamath Falls: Eastward trains originating Klamath Falls will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls. Clearance and train orders for first-class trains will be delivered in red container and for extra trains will be delivered in yellow container.

RULE 83-A. At the following station only the trains indicated will register:

Klamath Falls . . First-class trains and extra passenger trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Crescent Lake . . First-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
425.67	Klamath Falls	432.66
551.80	" (Alturas Subdivision)	
527.17	Crescent Lake	529.08

Klamath Falls: Movements of GNRy trains and engines between end of CTC and junction switch of GNRy will be directed by yardmaster.

Westward trains must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless flashing white light is displayed in signal on signal bridge at end of CTC.

Yardman's proceed signal will indicate that protection has been provided against first-class trains for trains moving between CTC limits and west end Klamath Falls Yard.

Westward trains, except first-class, standing on main track between east yard limit sign, MP 432.66 and end of CTC are not required to afford flag protection to the rear.

Crescent Lake: Trains entering yard will use track indicated in illuminated indicator located on westward SA signal at east switch for westward trains and on eastward SA signal at west switch for eastward trains.

Units for display of flashing white light located west of west ladder track and east of east ladder track leads and when displayed will authorize movement from yard tracks to beginning of CTC.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Klamath Falls . . GNRy main track, for SP main track,
Gilchrist Jct. . . . KNRy main track, for interchange track,

RULE 107. Chemult: Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

RULE 221. Chemult is a train-order office for westward GNRy trains only.

RULE 291. Klamath Falls: Unit for display of flashing yellow installed on westward absolute signal, MP 429.87.

Display of flashing yellow authorizes trains to proceed without stopping at restricted speed to enter Track No. 25.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P," have included in their control limits some special protective device.

Eastward Signal	Protection	Westward Signal
P-4406	Slide detector fence between MP 441.9 and MP 442.4	P-4423
P-4424	Slide detector fence between MP 442.4 and MP 444.0	P-4441
P-4440	Slide detector fence between MP 444.0 and MP 445.5	P-4455
P-4456	Slide detector fence between MP 445.6 and MP 446.1	P-A P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls: Trains or engines stopped by Signal 4293 at Klamath Falls, may proceed at restricted speed.

Trains moving on main track in either direction will move between end of CTC and Klamath Falls Yard by block signals whose indications will supersede the superiority of trains.

Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line.

Signal 4279 just east of GNRy Lake Ewauna line connection on Cascade line, lower unit governs to GNRy Bieber line or SP Alturas line.

Signal 4275.5 at fouling point ladder tracks between tracks Nos. 17 and 18 governs movement from all ladder tracks to Alturas line.

Crescent Lake: Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track No. 1, and end of CTC, at east switch yard track No. 1, by block signals whose indications will supersede the superiority of trains.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
H......	Westward Absolute Signal	East Switch Diamond Lake	Westward freight and passenger trains must stop short of absolute signal on signal bridge, west end Diamond Lake and member of crew open hot bearing detector box installed on signal case opposite signal bridge. Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected. After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control extends from eastward absolute signal at west end of crossover switch, east end of Klamath Falls MP 429.81, to westward absolute signal on signal bridge at fouling point west switch track No. 1 at Crescent Lake, MP 527.23.

Klamath Falls: Eastward absolute signal located on signal bridge at west end of crossover, at east end of yard.

Upper unit governs eastward movements on drill track.
Lower unit governs eastward movements to main track.

Westward absolute dwarf signal located east of west crossover switch on drill track governs westward movements on drill track.

Absolute signals governing movements on drill track will display proceed indication regardless of track occupancy between these signals unless indication is changed by train dispatcher. Switching movements may be made on drill track so long as signals governing such movements display proceed indication and Rule 775 will not apply. When these signals display stop indication, track between these signals must be cleared immediately.

Chiloquin: Westward absolute signal located on signal bridge at crossover at west end of siding.

Upper unit governs westward movements to drill track.
Lower unit governs westward movements to main track.

RULE 763. GNRy trains will display engine numbers in engine indicators instead of train numbers between Klamath Falls and Chemult.

Train indicators on extra trains will be displayed during time train is at Crescent Lake.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Klamath Falls and Klamath Falls Yard:

Passenger Trains..............Two brakes on west end.
Freight Trains.................Five brakes on west end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Klamath Falls Yard: Hand brakes will not be set on freight trains if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

RULE 827. Trains handling logs must stop and crew must inspect load and chains before entering yard at Klamath Falls.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 2. When switch engine is used on yard tracks at east end of Klamath Falls, handling twenty-five cars or more, air brakes must be cut in and operative on not less than six cars.

RULE 24-B. Crescent Lake: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

MISCELLANEOUS

10. Engines listed are not permitted to operate on tracks shown below:

Class of Engine	Restricted Tracks
All..............	Beyond engine restriction sign at following locations: Chiloquin—Stem of old wye. Yamsay—Logging tracks.

11. Load limit (car and contents):

Klamath Falls-Crescent Lake...............263,000 pounds.

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Klamath Falls	95 (Water)
Chiloquin	40 (Water)
Lenz	35
Diamond Lake	5

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, KLAMATH FALLS TO CRESCENT LAKE:			
429.50 to 430.40	50	40	50
***430.4 to 441.50	40	40	40
441.50 to 444.93	75	60	70
444.93 to 445.09	65	60	65
445.09 to 446.56	75	60	70
446.56 to 451.81	79	60	70
451.81 to 454.81	75	60	70
***454.81 to 467.67	50	50	50
467.67 to 471.23	70	60	70
471.23 to 508.70	79	60	70
508.70 to 523.51	60	60	60
523.51 to 528.60	79	60	70

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, CRESCENT LAKE TO KLAMATH FALLS:			
528.60 to 523.51	79	60	70
523.51 to 508.70	60	60	60
508.70 to 471.23	79	60	70
471.23 to 467.67	70	60	70
***467.67 to 454.81	50	50	50
454.81 to 451.81	75	60	70
451.81 to 446.56	79	60	70
446.56 to 445.09	75	60	70
445.09 to 444.93	65	60	65
444.93 to 441.50	75	60	70
441.50 to 430.40	40	40	40
***430.40 to 429.87	50	50	50
429.87 to 429.50	50	25	25

***PUC Order, Crossings C.F. 430.3 and C.F. 456.6.

Light engines on descending grades without dynamic brake in operation must not exceed speed shown for freight and mixed trains.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts and sidings at Algoma, Modoc Point, Chiloquin, Kirk, Fuego, Lenz, Diamond Lake, Chemult, Mowich and Umli	25
Through turnouts and sidings at Wocus, Calimus and Yamsay	20
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Klamath Falls	Klamath Falls to Crescent Lake
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2850	1600
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2875	1625
DF-1 to 12	6138 to 6470, 8022 to 8303, except	3175	1825
	with 61:16 gear ratio	2500	1100
	with 60:17 gear ratio	2500	1100
DF-100	5200 to 5202		
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4000	2475
DF-109, 111	4903 to 4905, 5250 to 5252		
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	5475	3050
DF-123, 126	5448, 5494 to 5507		
DF-500, 501	4800 to 4815		
DF-602	5892 to 5895		
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	3400	1950
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871		
DF-127	7000 to 7020	6175	3525
DF-617, 620	7200 to 7237		
DF-618	7300 to 7309		
DF-621	7400 to 7407		
DF-619, 622	7500 to 7527		
DF-800, 801	9000 to 9017, 9021 to 9023	6450	3625
DF-802	9018 to 9020		
DS-1 to 8	1000 to 1032	1375	775
DS-9 to 12	1036 to 1090		
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2075	1175
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2675	1500
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596		
DS-200, 201	1900 to 1903		
DS-600 to 604	4600 to 4623, 4700 to 4703		
DS-605, 606	4624 to 4633		
DS-607	4634 to 4645		
DS-500 to 506	5100 to 5120		

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES EXCEPT GNRY, SPSRY and WPRR ENGINES, WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 426.14	50-40

RULE 14(k). Will not apply in CTC between Dunsmuir Yard and Black Butte.

RULE 16(e). Klamath Falls: Rule 16(e) IS CANCELLED.

RULE 16(k). Klamath Falls: When standing—apply or release air brakes.

RULE 26. To protect against fire hazard on diesel fueling tracks at Dunsmuir Yard and Klamath Falls, a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

RULE 82-A. Dunsmuir Yard: Eastward trains originating will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Dunsmuir and delivered by tube to Yard Office, Dunsmuir Yard. Clearance and train orders for first-class trains will be delivered in red container; for second-class trains in blue container and for extra trains in yellow container. Trains to operate as Nos. 630, 632, 634, 636 and 638 or sections thereof from Black Butte are authorized to assume such identity at Dunsmuir Yard and will receive a clearance accordingly.

Klamath Falls: Westward trains originating Klamath Falls will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls. Clearance and train orders for first-class trains will be delivered in red container and for extra trains will be delivered in yellow container.

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

RULE 83-A. At the following stations only the trains indicated will register

Klamath Falls Yard...Eastward first-class trains and trains originating and terminating,
Klamath Falls........First-class trains and Extra Passenger Trains.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Klamath Falls Yard...Eastward first-class trains.

Conductors of eastward first-class trains will leave train register ticket in red tube container at Crew Dispatchers' Office, Klamath Falls.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
	Black Butte..............................	346.49
	" (Medford Sub.)......................	346.50
405.87	Dorris..................................	407.43
425.67	Klamath Falls...........................	432.66
551.80	" (Alturas Sub.).....................	

Dunsmuir Yard: Trains entering or leaving yard tracks must receive proceed signal from yardman except when movement is governed by diverging route signal.

Klamath Falls Yard: Eastward trains except first-class must not pass crossover located 2050 feet east of signal 4280 unless proceed signal is received from yardman.

Klamath Falls: Westward trains must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless flashing white light is displayed in signal on signal bridge at end of CTC.

Yardman's proceed signal will indicate that protection has been provided against first-class trains for trains moving between CTC limits and west end Klamath Falls Yard.

Movements of GNRy trains and engines between end of CTC and junction switch of GNRy will be directed by yardmaster.

RULE 99-A. Dunsmuir: Flag protection to rear of train is not required when standing or delayed on No. 1 or No. 2 Main Tracks between eastward absolute signal at west end Dunsmuir Yard and westward absolute signal at east end Dunsmuir except when rear of eastward train on No. 1 Main Track is between Signal 3222 and absolute signal at east end Dunsmuir.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Mount Shasta...McCRRR main track, for interchange track,
Black Butte....Siskiyou line, for controlled siding,
Klamath Falls..GNRy main track, for SP main track,
Klamath Falls..Alturas line, from track No. 17 for Alturas line,
Klamath Falls..OC&ERy main track, for yard track,

Trains using McCRRR house track at Mount Shasta must leave derail lined and locked in derailing position.

Normal position of inside switches on house track Grass Lake is for the wye.

Black Butte: Operators will handle switches for Siskiyou line trains via eastward siding, Siskiyou siding or Cascade main track, as directed by train dispatcher.

When instructed by train dispatcher to set Siskiyou siding switch for westward Siskiyou line train to enter Siskiyou siding and after switch has been properly set, operator must inform a member of the crew orally that switch is set for the movement if there is a means of communication available. If no means of communication is available, operator must give the train a proceed signal, yellow flag by day, yellow light by night, after switch has been set for the movement.

Oral permission from operator or proceed signal with a yellow flag or light will authorize westward Siskiyou line trains to pass absolute signal displaying stop indication without stopping and enter Siskiyou siding.

This will not relieve trainmen from handling switches when operators are engaged in other duties except that operators will return these switches to normal position after use by through trains.

RULE 105. Black Butte: Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, esat switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake: Track on north side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on south side of main track is eastward siding.

RULE 208. Black Butte: Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

Approaching Station	Location	Direction
Grass Lake	Signal 3705	Westward

Display of "M" indicator on mast of Signal 3705 east of Grass Lake will authorize westward trains to proceed on main track to receive train orders which will authorize movement to the next station at least, against and ahead of all superior trains.

RULE 221. Unit for display of flashing light installed at following location:

Station	Location	Direction
Dorris..............	On train-order signal mast.......	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

Dunsmuir is a train-order office for all trains originating Dunsmuir and for eastward trains originating at Dunsmuir Yard.

Klamath Falls Yard is a train-order office for trains originating Klamath Falls Yard and originating at Klamath Falls.

RULE 291. Dunsmuir Yard: Units for display of flashing yellow installed on absolute signals at east end and west end Dunsmuir Yard govern switching movements only and authorize movements to pass absolute signal on which flashing yellow is mounted without stopping.

RULE 306. The following block signals, equipped with triangular number plate displaying the letter "P," have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	DUNSMUIR—KLAMATH FALLS	
P-3234	Slide detector fence, between MP 323.61 and MP 323.67	P-3243
P-A P-A	Slide detector fence, MP 326.86 and MP 326.92	P-3273
P-3290	Slide detector fence MP 329.50	P-3301
P-3602	Collision detector, bridge 360.82	P-3611
P-3602	Spring switch west end siding Andesite	
P-3682	Spring switch west end westward siding Grass Lake	
	Spring switch east end eastward siding Grass Lake	P-3695
P-3728	Spring switch, west end siding, Erickson	
	Spring switch east end siding, Dorris	P-4073
P-4098	Collision detector, bridge 410.57	P-4119
P-4258	Spring switch west end siding, Texum	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls: Trains or engines stopped by Signal 4293 may proceed at restricted speed.

Trains moving on main track in either direction will move between end of CTC and Klamath Falls Yard by block signals whose indications will supersede the superiority of trains.

Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line.

Signal 4279 just east of GNRy Lake Ewauna line connection on Cascade line, lower unit governs to GNRy Bieber line or SP Alturas line.

Two-unit signal at Signal 4280 east of GN crossover:
Top unit governs movement on main track.
Bottom unit governs movement to No. 25 track or yard tracks.

Signal 4275.5 at fouling point ladder tracks between tracks Nos. 17 and 18 and governs movement from all ladder tracks to Alturas line.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Andesite	West end siding	Main track
Grass Lake	West end westward siding	Main track
Grass Lake	East end eastward siding	Main track
Erickson	West end siding	Main track
Dorris	East end siding	Main track
Texum	West end siding	Main track

RULE 605. INTERLOCKING

Klamath Falls Yard: Limits of interlocking from westward interlocking signal, opposite MP 472, 225 feet westward to eastward interlocking signal at MP 553.16 on Alturas line and 225 feet westward to eastward interlocking signal at MP 426.95 in Texum siding.

Instructions for manual operation of dual control power switch are posted near telephone.

When necessary to hand throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control extends from west switch, Dunsmuir Yard to east switch, Black Butte.

Eastward absolute signals just west of station building Black Butte display indications as follows:

Main track signal:

Top Unit	Main track
Middle Unit	Crossover to Siskiyou Line
Bottom Unit	Crossover to Controlled Siding

Controlled siding signal:

Top Unit	Crossover to Main track
Middle Unit	Siskiyou Line
Bottom Unit	Continue movement on controlled siding.

Flashing white light on controlled siding signal to left of mast indicates signal is cleared for movement out of Siskiyou siding; and to right of mast indicates signal is cleared for movement from controlled siding.

On main tracks Nos. 1 and 2 between MP 319.61, Dunsmuir Yard, and MP 322.57, Dunsmuir, train movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 509, applicable to single track, will apply on both tracks.

Dunsmuir Yard: Three-unit westward absolute signal No. 1 Track, MP 321.35, governs movements as follows:

Top Unit	No. 1 Track
Middle Unit	No. 2 Track
Bottom Unit	Drill Track

Absolute signal on Drill Track at west end crossover between Drill Track and No. 2 track governs movements through crossover to No. 2 Main Track or No. 1 Main Track only and will remain dark until crossover switch is reversed.

Crossover switch from No. 2 Main Track to Drill Track, switch from No. 2 Main Track to Drill Track, and switch from No. 2 Main Track to the yard, MP 320, are hand throw switches in charge of yardmen.

When flashing red light mounted on pole at MP 320 is illuminated, all switching moves must clear No. 2 Main Track.

RULE 763. Trains entering CTC limits at Black Butte will display same indication and signals to the end of the subdivision. Trains originating at other intermediate points in CTC limits will display indicators as an extra train unless otherwise instructed by train dispatcher.

Second paragraph of Rule 96 will not apply at Black Butte when there is no change in the number of sections of a schedule moving from CTC territory into train-order territory.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Dunsmuir and Dunsmuir Yard:

Passenger Trains	Two brakes on east end, Three brakes on west end.
Freight trains or cuts of 25 cars or less	Ten brakes on west end.
Freight trains or cuts of 26 to 50 cars	Ten brakes on west end, Five brakes on east end.
Freight trains or cuts of over 50 cars	Ten brakes on west end, Ten brakes on east end.

Klamath Falls and Klamath Falls Yard:

Passenger Trains	Two brakes on west end.
Freight trains	Five brakes on west end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

When it is necessary to double over incoming freight trains at Dunsmuir Yard, trainmen will secure that portion of train not doubled over, and yardmen will secure that portion of train doubled over, with the required number of hand brakes.

Dunsmuir Yard and Klamath Falls Yard: Hand brakes will not be set on freight trains if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

Dunsmuir and Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Portable rail skids are hung on posts at lower end of sidings at Small, Mott, Azalea, Mount Shasta, Upton. At Black Butte rail skid is located east of east wye switch.

When necessary to leave cars on these sidings, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Freight trains using retaining valves on descending grade will stop as indicated, at the following stations for heat radiation:

Azalea	5 minutes
Andesite	10 minutes

(If stop of not less than 5 minutes has been made at Cougar, the stop at Andesite will not be necessary, in which event 10 minute stop must be made at Bolam.)

Freight trains with three or more dynamic brakes in operation need not stop at Andesite or Azalea for heat radiation if there is no indication of wheels overheating and in the judgment of conductor and engineer it is safe to proceed.

Engines without dynamic brake in operation running light on descending grade must stop at the above stations a sufficient length of time to permit heat radiation.

Trains handling logs, (except in gondolas), must stop before entering yard at Klamath Falls; before passing through tunnels; ower Dry Canyon viaduct between Hotlum and Bolam; at which time load and chains on cars of logs must be inspected.

AIR BRAKE RULES

RULE 2. When switch engine is used on yard tracks at east end of Klamath Falls, handling twenty-five cars or more, air brakes must be cut in and operative on not less than six cars.

When switch engine is used in Dunsmuir yard limits air brakes will be cut in on cars as follows:

TONS	BRAKES
750 to 1250	5
1250 to 2000	10
2000 and over	15

RULE 17. Retaining valves will be used on descending grades as follows:

FREIGHT AND MIXED TRAINS

With no dynamic brake in operation between Grass Lake and Dunsmuir Yard, one retaining valve for each 70 tons in train.

When dynamic brake is in operation between Grass Lake and Dunsmuir Yard and tonnage of train exceeds 900 tons per 4-axle unit or 1600 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1375 tons per 4-axle unit or 1825 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

PASSENGER TRAINS

All retaining valves must be turned up when no dynamic brake is in operation, between Azalea and east switch at Dunsmuir.

When dynamic brake is in operation between Azalea and east switch at Dunsmuir engineer will notify trainmen if necessary to use retaining valves.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Dunsmuir Yard until they have been notified by the yardmaster or his representative that the switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative, who must notify trainmen before the intended move is made.

RULE 24-B. Dunsmuir Yard and Dunsmuir: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 25. Will apply to trains from and to the Siskiyou Line at Black Butte except trains not required to stop at Black Butte may make running test when conditions are favorable and the engineer, after informing trainman that running test is to be made, receives positive information from trainman in caboose following the test that brakes have applied on caboose and brake pipe pressure is being restored.

Wll apply to westward trains at Grass Lake, except:

When engineer receives positive information from trainman that air gauge in caboose shows an increase in brake pipe pressure after leaving Bray and before arriving Grass Lake, or:

If no communication is available, running test approaching Grass Lake indicates to engineer's satisfaction that train brakes have applied and released properly.

RULE 33. Maximum tonnage per operative brake is as follows:

Azalea to Dunsmuir Yard........................80 tons

PASSENGER TRAINS

RULE 36. Trainmen must not couple or uncouple air hoses or steam conduits on passenger trains at Dunsmuir until they have been notified by the yardmaster or his representative that switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative who must notify trainmen before the intended move is made.

RULE 39. Running test must be made on passenger trains as follows:

Grass Lake: Westward trains.

Black Butte: Eastward trains via Siskiyou line.

RULE 60. On westward freight trains using dynamic brake with 80- or 85-foot trailer-flat cars entrained within first 20 cars from head end, dynamic braking force must be reduced to one-half of maximum, and, if necessary, automatic brakes applied sufficiently so that speed will not exceed 20 MPH 500 feet before reaching curve at MP 328.17 and until train has passed MP 327.87.

MISCELLANEOUS

5. Not more than three units will be placed behind 80- or 85-foot trailer-flat cars between Dunsmuir Yard and Black Butte.

10. Engines listed are not permitted to operate on tracks shown below:

Class of Engine	Restricted tracks
All engines	Dorris—Beyond engine restriction sign Ass'd Lbr. Co. spur.
All, except: DF-114 to 125	Pioneer—Beyond engine restriction sign.

At Mount Shasta, switching movements to or from McCRRR tracks Nos. 1, 2, 3 or 4, when made through the connection from siding to McCRRR main track, may be made without flag protection after ascertaining that there are no movements being made on McCRRR west of State highway. Movements on west leg of wye McCRRR track must not be made without proper flag protection.

11. Load limit (car and contents):

Dunsmuir-Klamath Falls......................263,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Dorris	4 (Water)
Worden	6
Klamath Falls	95 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
325.00	Dunsmuir	Sacramento River 16th crossing	Overhead and side
407.80	Dorris	Tunnel No. 17	Overhead and side
410.00	Dorris	Tunnel No. 18	Overhead and side

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, DUNSMUIR YARD TO KLAMATH FALLS:			
**321.20 to 322.57 Track No. 2	20	20	20
**321.20 to 321.90 Track No. 1	20	20	20
321.90 to 322.57 Track No. 1	20	20	20
322.57 to 327.87	30	30	30
327.87 to 328.17	20	20	20
328.17 to 335.61	30	30	30
335.61 to 337.87	45	45	45
337.87 to 343.94	50	50	50
343.94 to 350.79	35	35	35
350.79 to 354.97	40	40	40
354.97 to 355.50	35	35	35
355.50 to 363.71	45	45	45
363.71 to 373.76	50	50	50
373.76 to 379.12	70	60	70
379.12 to 387.70	50	50	50
387.70 to 390.10	65	60	65
390.10 to 403.45	79	60	70
403.45 to 407.77	79	60	70
407.77 to 408.46	45	45	45
408.46 to 415.27	50	50	50
415.27 to 426.89	70	60	70
426.89 to 429.50	50	40	50

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, KLAMATH FALLS TO DUNSMUIR YARD:			
429.50 to 427.57	50	25	25
427.57 to 426.89	50	40	50
426.89 to 415.27	70	60	70
415.27 to 408.46	50	50	50
408.46 to 407.77	45	45	45
407.77 to 403.45	79	60	70
403.45 to 390.10	79	60	70
390.10 to 387.70	65	60	65
387.70 to 379.12	50	50	50
379.12 to 373.76	70	60	70
373.76 to 369.45	50	50	50
369.45 to 363.71	50	50	50
363.71 to 355.50	45	45	45
355.50 to 354.97	35	35	35
354.97 to 350.79	40	40	40
350.79 to 343.94	35	35	35
343.94 to 337.87	50	50	50
337.87 to 335.61	45	45	45
335.61 to 328.17	30	30	30
328.17 to 327.87	20	20	20
327.87 to 322.57	30	30	30
322.57 to 321.90 Track No. 1	20	20	20
**321.90 to 321.20 Track No. 1	20	20	20
**322.57 to 321.20 Track No. 2	20	20	20

**ICC Regulation.

Light engines on descending grades without dynamic brake in operation must not exceed speed shown for freight and mixed trains.

Freight trains without dynamic brake in operation must not exceed 20 MPH on descending grade between Mount Shasta and Dunsmuir Yard.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through sidings and turnouts at Mott and Azalea	25
Through siding and turnouts at Upton	20
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Dunsmuir to Black Butte	Black Butte to Grass Lake	Grass Lake to Klamath Falls	Klamath Falls to Mt. Hebron	Mt. Hebron to Dunsmuir
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	600	1000	2850	2850	1375
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	625	1025	2875	2875	1400
DF-1 to 12	6138 to 6470, 8022 to 8303, except.	950	1175	3175	3175	1600
	with 61:16 gear ratio	600	700	2500	2500	1000
	with 60:17 gear ratio	600	700	2500	2500	1000
DF-100	5200 to 5202					
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	975	1550	4000	4000	2150
DF-109, 111	4903 to 4905, 5250 to 5252	1475				
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	1200	1900	5475	5475	2600
DF-123, 126	5448, 5494 to 5507					
DF-500, 501	4800 to 4815					
DF-602	5892 to 5895					
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	825	1275	3400	3400	1700
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	1475	2275	6175	6175	3075
DF-127	7000 to 7020					
DF-617, 620	7200 to 7237					
DF-618	7300 to 7309					
DF-621	7400 to 7407					
DF-619, 622	7500 to 7527					
DF-800, 801	9000 to 9017, 9021 to 9023	1500	2325	6450	6450	3150
DF-802	9018 to 9020					
DS-1 to 8	1000 to 1032	285	475	1375	1375	660
DS-9 to 12	1036 to 1090					
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	455	735	2075	2075	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	590	950	2675	2675	1300
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596					
DS-200, 201	1900 to 1903					
DS-600 to 604	4600 to 4623, 4700 to 4703					
DS-605, 606	4624 to 4633					
DS-607	4634 to 4645					
DS-500 to 506	5100 to 5120					

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

RULE 82-A. Westward first-class trains, sections thereof, and extra passenger trains authorized on the Brooklyn Subdivision and operating through Eugene on Springfield and/or Medford Subdivisions must obtain clearance and train orders, if any, at Burma, which will apply and authorize such trains on the Springfield and/or Medford Subdivisions. Copies of clearances and train orders for the outgoing engineer of such trains at Eugene will be furnished to the conductor at Burma who will make delivery to the outgoing engineer at Eugene. Such trains are thereby authorized to display indicators and signals, if any, accordingly and are not required to obtain a clearance at Eugene.

Eastward first-class trains, sections thereof, and extra passenger trains authorized on the Medford and/or Springfield Subdivisions and operating through Eugene are also authorized on the Brooklyn Subdivision, will display indicators and signals, if any, accordingly and are not required to obtain a clearance at Eugene.

RULE 83-A. At following stations only the trains indicated will register:

Springfield Jct.	Only trains instructed by train order.
Medford	All Trains.
Cottage Grove	Trains Originating.
Black Butte	Trains to and from Siskiyou Line.
Weed	Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Medford	All Trains.
Grants Pass	All Trains.
Black Butte	Trains to and from Siskiyou Line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
	Black Butte (Black Butte Sub.)	346.49
	" (Medford Sub.)	346.50
345.64	Weed	350.08
359.89	Gazelle	362.07
375.04	Montague	376.34
392.26	Hornbrook	394.01
400.46	Hilt	402.98
426.92	Ashland	430.79
436.55	Medford	
	Tolo	451.00
	" White City Branch	End of track
471.00	Grants Pass	474.57
506.64	Glendale	509.11
541.50	Riddle	546.00
548.00	Myrtle Creek	551.00
559.00	Dillard	564.50
571.03	Roseburg	574.56
584.98	Oakland	589.86
607.00	Drain	610.66
623.75	Cottage Grove	627.15

Roseburg: Westward trains may pass Signal 5729 displaying stop indication if flashing white light is displayed on signal mast or proceed signal received from yardman.

RULE 99-C. Will apply between Black Butte and Ashland.

RULE 103-A.

Drain: When moving over former Pacific Highway crossing flag protection must be provided for highway traffic.

Rogue River: Eastward movements on siding over Depot Street crossing must stop within 65 feet of crossing, wait 20 seconds for crossing protection to operate before movement is made onto crossing.

Ashland: Cars or engines must not be left standing within control circuits of automatic warning device at Oak Street crossing. Movements stopped within the limits of these control circuits must not enter crossing until it has been ascertained that automatic warning device is operating.

RULE 104. The normal position of rigid switches at junction points is as follows:

Tolo	White City Branch, for siding.
Montague	YWRy main track, for house track.
Black Butte	Siskiyou line, for controlled siding.

Derails on main track:

White City	100 feet west of west switch of interchange track.
Ashland	210 feet west of east switch.

Black Butte: Operators will handle switches for Siskiyou line trains via eastward siding, Siskiyou siding or Cascade main track, as directed by train dispatcher.

When instructed by train dispatcher to set Siskiyou siding switch for westward Siskiyou line train to enter Siskiyou siding and after switch has been properly set, operator must inform a member of the crew orally that switch is set for the movement if there is a means of communication available. If no means of communication is available, operator must give the train a proceed signal, yellow flag by day, yellow light by night, after switch has been set for the movement.

Oral permission from operator or proceed signal with a yellow flag or light will authorize westward Siskiyou line trains to pass absolute signal displaying stop indication without stopping and enter Siskiyou siding.

This will not relieve trainmen from handling switches when operators are engaged in other duties except that operators will return these switches to normal position after use by through trains.

RULE 105. Following tracks are designated for use as sidings:

Medford: Siding extends from MP 441.4 to MP 442.1.

Kane: Siding extends from Signals 4396-4397 to Signals 4406-4407.

Black Butte: Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Siskiyou: When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 221. Medford is a train order office daily except Sundays between 12:01 AM and 8:01 AM.

RULE 306. The following block signals equipped with triangular plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3480	Spring switch west end siding, Weed	
P-3500	Collision detector, bridge 351.73	P-3521
P-3726	Collision detector, bridge 373.54	P-3741
P-4112	Slide detector at west end—tunnel 13, Siskiyou	P-4119
P-6418	Collision detector, highway underpass MP 642.30	P-6429

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Siskiyou: When Signal 4112 west of Siskiyou displays proceed on diverging route eastward trains are authorized to enter siding at Siskiyou.

Ashland: If means of communication available and permission is obtained to proceed on main track or proceed signal received from yardman, eastward trains may pass Signal 4284 displaying stop indication without stopping at restricted speed.

Ashland: Trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

Springfield Junction: Trains moving on east leg of wye in either direction will move between end of CTC and fouling point west leg of wye switch by block signals, whose indications will supersede the superiority of trains.

RULE 535. SPRING SWITCHES

Spring switch not equipped with facing point locks is located as follows:

Location		Normal Position
Weed	West end siding	Main track

RULE 763. Trains entering CTC limits at Black Butte will display same indication and signals on the Black Butte subdivision. Trains originating at other intermediate points in CTC limits will display indicators as an extra train unless otherwise instructed by train dispatcher.

Second paragraph of Rule 96 will not apply at Black Butte when there is no change in the number of sections of a schedule moving from CTC territory into train-order territory.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Ashland:

Passenger trains	Two brakes on east end.
Freight trains or cuts of cars	Five brakes on east end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

RULE 826. Medford: Indicator lights located on tracks at each end Medford Ice and Cold Storage Co. icing platform govern movements as follows:

Green:	Tracks may be used for train or switching movements.
Red:	Engines or cars must not be placed beyond end of ice dock or cars at ice dock coupled to or moved.
Not Lighted:	Must be considered as displaying most restrictive indication and ice dock foreman must be contacted before cars are coupled to or moved.

Indicator light on right side of dock at east end governs movements into Ice Dock No. 2.

Indicator light on left side of dock at west end governs movements into Ice Dock No. 1.

RULE 827. Freight trains using retaining valves on descending grade will stop as indicated, at the following stations for heat radiation:

MP 419 (Siskiyou Line)	10 minutes
MP 407 (Siskiyou Line)	10 minutes
Weed or Edgewood	10 minutes

Freight trains, except those using retaining valves as required on trains without dynamic brakes in operation, need not stop at Hilt for heat radiation if there is no evidence of wheels overheating and in the judgment of conductor and engineer it is safe to proceed.

Engines without dynamic brake in operation running light on descending grade must stop at the above stations a sufficient length of time to permit heat radiation.

Trains handling logs (except in gondolas), must stop before passing through tunnels; and over Klamath River bridge west of Hornbrook, at which time load and chains on cars of logs must be inspected.

AIR BRAKE RULES

RULE 2. When switch engine is used in Ashland yard limits air brakes will be cut in on cars as follows:

TONS	BRAKES
750 to 1250	5
1250 to 2000	10
2000 and over	15

AIR BRAKE RULES

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades as follows:

Glendale-Grants Pass, both directions—10 retaining valves on head end of train. Stop for inspection will not be required if there is no evidence of overheating and in judgment of conductor and engineer there is no necessity for such stop. Retaining valves will be used between Rice Hill and MP 594.00, when necessary, to comply with Rule 29. Eastward trains exceeding 4000 tons will use 20 retaining valves on head end Rice Hill to MP 602.00, except:

Glendale-Grants Pass, both directions:

DF-100 to 126 class, with three or more dynamic brakes in operation handling over 4800 tons—10 retaining valves solid on head end of train; with two dynamic brakes in operation handling over 3000 tons—10 retaining valves solid on head end of train; with one dynamic brake in operation handling over 1500 tons—10 retaining valves solid on head end of train.

DF-1 to 12 class, with four dynamic brakes in operation handling over 4800 tons—10 retaining valves solid on head end of train; with three dynamic brakes in operation handling over 3000 tons—10 retaining valves solid on head end of train; with less than three dynamic brakes in operation retaining valves will be used as prescribed for trains handled by steam engines.

Between Oakland and Divide;

DF-100 to 126 class, with three or more dynamic brakes in operation handling over 6500 tons—10 retaining valves solid on head end; with two dynamic brakes in operation handling over 4560 tons—10 retaining valves solid on head end; with one dynamic brake in operation handling over 2300 tons—10 retaining valves solid on head end.

DF-1 to 12 class, with four dynamic brakes in operation handling over 6500 tons—10 retaining valves solid on head end; with three dynamic brakes in operation handling over 4560 tons—10 retaining valves solid on head end.

With no dynamic brake in operation between Hornbrook and Ashland, all retaining valves. On loaded cars, retaining valves must be turned to high pressure position.

With no dynamic brake in operation between Black Butte and Edgewood, between Montague and Hornbrook, one retaining valve for each 70 tons in train.

When dynamic brake is in operation between Ashland and Hornbrook and tonnage of train exceeds 275 tons per 4-axle unit or 800 tons per 6-axle unit of dynamic brake, one retaining valve for each 100 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 600 tons per 4-axle unit or 1200 tons per 6-axle unit of dynamic brake, one retaining valve for each 100 tons in train.

When dynamic brake is in operation between Black Butte and Edgewood, between Montague and Hornbrook, and tonnage of train exceeds 900 tons per 4-axle unit or 1600 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1375 tons per 4-axle unit or 1825 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

PASSENGER TRAINS

All retaining valves must be turned up between Hornbrook and Ashland and, when no dynamic brake is in operation, between Black Butte and Edgewood.

When dynamic brake is in operation between Black Butte and Edgewood, engineer will notify trainmen if necessary to use retaining valves.

RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Roseburg until they have been notified by Foot Board Yardmaster or his representative that switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, nor couple other cars or engines to the train without instructions from the Foot Board Yardmaster or his representative who must notify trainmen before intended move is made.

RULE 25. Will apply at Siskiyou except when engineer receives positive information from trainman that air gage in caboose shows an increase in brake pipe pressure after leaving MP-422 westward, or after leaving Hilt eastward.

Will apply to trains from and to the Siskiyou Line at Black Butte except trains not required to stop at Black Butte may make running test when conditions are favorable and the engineer, after informing trainman that running test is to be made, receives positive information from trainman in caboose following the test that brakes have applied on caboose and brake pipe pressure is being restored.

FREIGHT TRAINS

RULE 33. Gross tonnage on any freight train must not exceed the tons per operative brake between the stations shown:

Grants Pass and Glendale	70 tons
Black Butte and Ashland	80 tons

PASSENGER TRAINS

RULE 38. Immediately prior to leaving Siskiyou test must be made to determine that brakes on rear car apply and release.

RULE 39. Running test must be made on passenger trains as follows:

Black Butte: Eastward trains via Siskiyou Line.
Siskiyou: Eastward and Westward trains.

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
All engines	Medford—Crossover between tracks Nos. 3 and 4, Government Yard.
" "	Riddle—On unloading pit track Mining & Minerals Mfg. Co.
" "	Sutherlin—trestle 585.85 Martin Box Co. spur.
All engines and cars	Ashland—Beyond restriction sign Bagley Canning spur.

2. The following cars must not be operated between Peck and Hugo:

Wood Chip Cars
SP-350100 to 350299 inclusive
SP-350410 to 350459 inclusive
SP-351010 to 351059 inclusive
SP-351600 to 351999 inclusive.

Veneer Cars
SP-208161-H to 208208-H inclusive SP-208578-H,
SP-208157-H
SP-208563-H
SP-208572-H
SP-208594-H
SP-208614-H
SP-208631-H
SP-208688-H
SP-208745-H
SP-208751-H
SP-208825-H
SP-208830-H
SP-208851-H
SP-208852-H
SP-208869-H
SP-208877-H
SP-208880-H
SP-208886-H
SP-208890-H
SP-208899-H
SP-208917-H
SP-208921-H
SP-208943-H
SP-208945-H
SP-208959-H
SP-208962-H
SP-208996-H
SP-209018-H
SP-209030-H
SP-209034-H
SP-209048-H
SP-209055-H
SP-209083-H
SP-209088-H
SP-209527-H
SP-213892-H
SP-213941-H
SP-615082-H to 615131-H inclusive.

Eighty-five foot trailer flat cars
TTX-4720000 to 472004 inclusive
STTX-472005 to 472104 inclusive
TTX-472105 to 472399 inclusive
TTX-473000 to 473299 inclusive
STTX-473300 to 473399 inclusive
SP-511000 to 511099 inclusive
UP-53700 to 53899 inclusive.

3. UTLX 50000 (tank car) restricted on all branch lines except Fall Creek Branch.

4. **Grants Pass:** SP engines may operate from clear point to engine sign, 100 feet beyond J Street on former C&OC track. All cars for Southern Oregon Plywood will be spotted to clear engine sign. Outbound loads and empties received from this firm will be picked up at same location.

5. Load limit (car and contents):

Black Butte-Ashland	251,000 lbs.
Ashland-Springfield Jct.	263,000 lbs.
White City-Tolo	263,000 lbs.

Unless authorized by Superintendent, heavier loads must not be handled.

Sutherlin: Bells on automatic warning device at Central Avenue crossing are equipped with cut-out device so that Bells will stop ringing after an interval of one minute and ten seconds. Movements occupying control circuit at this crossing more than one minute and ten seconds must not enter crossing until it has been ascertained that bells are ringing or that crossing is clear of vehicular traffic.

6. Eighty-five foot TOFC cars, loaded or empty, except cars in series SP-513000-513049 and PFF-513051-513150, must not be handled over Siskiyou Line between Hornbrook and Ashland.

Eighty-five foot tri-level flat cars, loaded or empty, must not be handled over Siskiyou Line.

Eighty-nine foot TOFC cars in series SP-514001 to 514105 can be handled empty over Siskiyou Line between Black Butte and Ashland, and when loaded can be handled from Ashland to Black Butte provided dimensions of load do not exceed 14′8″ ATR 8′0″ wide.

All sixty-foot or longer closed cars, loaded or empty, must not be handled between Hornbrook and Ashland.

Extended side gondolas for use in wood chip and hog fuel service in series SP-350100 to 350459, SP-351010 to 351059, SP-351400 to 351999, SP-94502 to 95199, inclusive, must not be handled between Ashland and Hornbrook. Some of these gondolas will have letter "H" stencilled after car number.

7. LOCATION OF STOCK YARDS

Station	Capacity in cars
Grenada	10 (Water)

8.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description	
390.90	Hornbrook	Klamath River bridge	Overhd & Side
411.30	Siskiyou	Tunnel No. 13	Overhd & Side
414.60	Siskiyou	Tunnel No. 14	Overhd & Side
415.20	Siskiyou	Tunnel No. 15	Overhd & Side
456.78	East of Tolo	Through Truss Rogue River	Overhd & Side
458.66	East of Gold Hill	Through Grinder Sardine Creek.	Side
482.57	East of Merlin	Through Grinder Louse Creek	Side
490.60	East of Hugo	Tunnel No. 9	Overhd & Side
505.20	East of Wolf Creek	Tunnel No. 8	Overhd & Side
509.22	East of Glendale	Through Truss Cow Creek	Overhd & Side
514.10	East of Glendale	Tunnel No. 7	Overhd & Side
514.70	East of Glendale	Tunnel No. 6	Overhd & Side
515.70	East of Glendale	Tunnel No. 5	Overhd & Side
516.00	East of Glendale	Tunnel No. 4	Overhd & Side
518.60	East of Glendale	Tunnel No. 3	Overhd & Side
518.98	East of Glendale	Rock cut	Side
521.00	East of Glendale	Tunnel No. 2	Overhd & Side
521.06	East of Glendale	Through Truss Cow Creek	Overhd & Side
521.40	East of Glendale	West Fork Creek Crossing	Overhd & Side
523.85	East of Glendale	Rock cut	Side
525.02	East of Glendale	Rock cut	Side
526.70	East of Glendale	Rock cut	Side
526.73	East of Glendale	Rock cut	Side
526.91	East of Glendale	Rock cut	Side
528.11	East of Glendale	Rock cut	Side
530.80	East of Glendale	Tunnel No. 1	Overhd & Side
539.27	East of Byers	Rock cut	Side
550.12	East of Weaver	Through Truss S. Umpqua	Overhd & Side
578.01	East of Roseburg	Through Truss N. Umpqua	Overhd & Side
589.88	East of Oakland	Through Truss Calapooya	Overhd & Side
607.85	East of Yoncalla	Through Truss 1st Elk	Overhd & Side
608.62	East of Yoncalla	Through Truss 1st Pass Creek	Overhd & Side
610.71	East of Drain	Through Truss	Overhd & Side
620.16	East of Safley	Rock cut	Side
625.53	East of Latham	Through Truss 1st Coast Fork Willamette	Overhd & Side
627.39	East of Cottage Grove	Through Truss 2nd Coast Fork Willamette	Overhd & Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Hornbrook, wye	10
Medford, GRC track	4

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, BLACK BUTTE TO SPRINGFIELD JCT.			
345.20 to 355.60	25	25	25
355.60 to 359.05	35	35	35
359.05 to 360.83	45	45	45
360.83 to 370.22	60	60	60
370.22 to 372.24	55	55	55
372.24 to 374.00	30	30	30
374.00 to 381.48	50	50	50
381.48 to 391.20	30	30	30
391.20 to 394.65	40	40	40
394.65 to 424.39	20	20	20
424.39 to 428.65	30	30	30
***428.65 to 429.93 (Ashland)	20	20	20
429.93 to 430.79	30	20	20
430.79 to 432.45	30	25	25
***432.45 to 434.70 (Talent)	35	35	35
434.70 to 436.80	50	45	45
***436.80 to 437.30 (Phoenix)	35	35	35
437.30 to 440.59	50	45	45
***440.59 to 441.41 (Medford)	20	20	20
***441.41 to 442.14 (Medford)	15	15	15
***442.14 to 442.71 (Medford)	20	20	20
442.71 to 445.60	50	45	45
***445.60 to 445.80 (Central Point)	35	35	35
445.80 to 450.62	50	45	45
450.62 to 451.46	30	25	25
451.46 to 456.89	30	30	30
***456.89 to 457.40 (Gold Hill)	35	35	35
457.40 to 462.03	50	45	45
462.03 to 463.57	45	45	45
***463.57 to 466.16 (Rogue River)	50	45	45
466.16 to 470.29	40	40	40
470.29 to 471.87	50	40	40
***471.87 to 473.66 (Grants Pass)	35	35	35
***473.66 to 474.18 (Grants Pass)	20	20	20
***474.18 to 474.94 (Grants Pass)	25	25	25
474.94 to 482.10	30	25	25
482.10 to 485.36	50	40	40
485.36 to 507.50	30	25	25
***507.50 to 508.01 (Glendale)	25	25	25
508.01 to 515.81	30	25	25
515.81 to 516.13	20	20	20
516.13 to 527.80	25	20	20
527.80 to 528.17	20	20	20
528.17 to 536.92	30	25	25
536.92 to 539.40	25	25	25
539.40 to 543.07	45	40	40
543.07 to 543.90	40	40	40
***543.90 to 544.30 (Riddle)	35	35	35
544.30 to 544.71	40	35	35
544.71 to 550.30	30	30	30
***550.30 to 550.50 (Myrtle Creek)	25	25	25
550.50 to 552.99	30	30	30
552.99 to 554.05	30	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, SPRINGFIELD JCT. TO BLACK BUTTE:			
644.60 to 642.71	30	30	30
642.71 to 635.52	50	50	50
***635.52 to 635.48 (Creswell)	35	35	35
635.48 to 630.40	50	50	50
630.40 to 629.84	30	25	25
629.84 to 626.73	35	30	30
***626.73 to 626.00 (Cottage Grove)	25	25	25
626.00 to 621.20	40	40	40
621.20 to 618.46	25	25	25
618.46 to 613.17	40	40	40
613.17 to 612.01	30	25	25
612.01 to 609.10	40	35	35
***609.10 to 606.21 (Drain)	30	30	30
606.21 to 603.90	40	40	40
***603.90 to 603.70 (Yoncalla)	35	35	35
603.70 to 600.39	30	30	30
600.39 to 594.43	25	25	25
594.43 to 591.94	45	45	45
591.94 to 591.76	40	40	40
591.76 to 589.76	45	45	45
589.76 to 589.00	35	35	35
***589.00 to 588.80 (Oakland)	25	25	25
588.80 to 586.90	30	30	30
586.90 to 586.70	25	25	25
***586.70 to 584.70 (Sutherlin)	35	35	35
584.70 to 578.69	55	55	55
578.69 to 577.83	40	40	40
577.83 to 573.86	45	45	45
***573.86 to 571.77 (Roseburg)	25	25	25
571.77 to 569.19	30	30	30
569.19 to 565.11	45	35	35
565.11 to 563.60	30	20	20
563.60 to 559.61	30	30	30
559.61 to 559.26	30	25	25
559.26 to 554.05	30	30	30
554.05 to 552.99	30	25	25
552.99 to 550.50	30	30	30
***550.50 to 550.30 (Myrtle Creek)	25	25	25
550.30 to 544.71	30	30	30
544.71 to 544.30	40	35	35
***544.30 to 543.90 (Riddle)	35	35	35
543.90 to 543.07	40	40	40
543.07 to 539.40	45	40	40
539.40 to 536.92	25	25	25
536.92 to 528.17	30	25	25
528.17 to 527.80	20	20	20
527.80 to 516.13	25	20	20

(Continued on Page 43)

***PUC Order.

RULE 10-J. Passenger trains and light engines may operate at speed shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

MEDFORD—Trains must not exceed 20 MPH through Stewart Ave., Clark St., and McAndrews Road, and 15 MPH through Eleventh St., Eighth St., Main St., Sixth St., Fourth St., Third St., and Jackson St.

Freight trains using retaining valves and light engines without dynamic brake in operation on descending grades between Ashland and Hornbrook must not exceed 15 MPH and light engines on descending grades elsewhere without dynamic brake in operation must not exceed speed shown for freight and mixed trains.

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, BLACK BUTTE TO SPRINGFIELD JCT. —Cont'd.:			
554.05 to 559.26	30	30	30
559.26 to 559.61	30	25	25
559.61 to 563.60	30	30	30
563.60 to 565.11	30	20	20
565.11 to 569.19	45	35	35
569.19 to 571.77	30	30	30
***571.77 to 572.48 (Roseburg)	25	25	25
***572.48 to 572.70 (Roseburg)	15	15	15
***572.70 to 573.86 (Roseburg)	25	25	25
573.86 to 577.83	45	45	45
577.83 to 578.69	40	40	40
578.69 to 584.70	55	55	55
***584.70 to 586.70 (Sutherlin)	35	35	35
586.70 to 586.90	25	25	25
586.90 to 588.80	30	30	30
***588.80 to 589.00 (Oakland)	25	25	25
589.00 to 589.76	35	35	35
589.76 to 591.76	45	45	45
591.76 to 591.94	40	40	40
591.94 to 594.43	45	45	45
594.43 to 600.39	25	25	25
600.39 to 603.70	30	30	30
***603.70 to 603.90 (Yoncalla)	35	35	35
603.90 to 606.21	40	40	40
***606.21 to 609.10 (Drain)	30	30	30
609.10 to 612.01	40	35	35
612.01 to 613.17	30	25	25
613.17 to 618.46	40	40	40
618.46 to 621.20	25	25	25
621.20 to 626.00	40	40	40
***626.00 to 626.73 (Cottage Grove)	25	25	25
626.73 to 629.84	35	30	30
629.84 to 630.40	30	25	25
630.40 to 635.48	50	50	50
***635.48 to 635.52 (Creswell)	35	35	35
635.52 to 642.71	50	50	50
642.71 to 644.60	30	30	30
EASTWARD, TOLO TO WHITE CITY	..	..	..
450.2 to 455.9		25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, SPRINGFIELD JCT. TO BLACK BUTTE—Cont'd.:			
516.13 to 515.81	20	20	20
515.81 to 508.01	30	25	25
***508.01 to 507.50 (Glendale)	25	25	25
507.50 to 485.36	30	25	25
485.36 to 482.10	50	40	40
482.10 to 474.94	30	25	25
***474.94 to 474.18 (Grants Pass)	25	25	25
***474.18 to 473.66 (Grants Pass)	20	20	20
***473.66 to 471.87 (Grants Pass)	35	35	35
471.87 to 470.29	50	40	40
470.29 to 466.16	40	40	40
***466.16 to 463.57 (Rogue River)	50	45	45
463.57 to 462.03	45	45	45
462.03 to 457.40	50	45	45
***457.40 to 456.89 (Gold Hill)	35	35	35
456.89 to 451.46	30	30	30
451.46 to 450.62	30	25	25
450.62 to 445.80	50	45	45
***445.80 to 445.60 (Central Point)	35	35	35
445.60 to 442.71	50	45	45
***442.71 to 442.14 (Medford)	20	20	20
***442.14 to 441.41 (Medford)	15	15	15
***441.41 to 440.59 (Medford)	20	20	20
440.59 to 437.30	50	45	45
***437.30 to 436.80 (Phoenix)	35	35	35
436.80 to 434.70	50	45	45
***434.70 to 432.45 (Talent)	35	35	35
432.45 to 430.79	30	25	25
430.79 to 429.93	30	20	20
***429.93 to 428.65 (Ashland)	20	20	20
428.65 to 424.39	30	30	30
424.39 to 394.65	20	20	20
394.65 to 391.20	40	40	40
391.20 to 381.48	30	30	30
381.48 to 374.00	50	50	50
374.00 to 372.24	30	30	30
372.24 to 370.22	55	55	55
370.22 to 360.83	60	60	60
360.83 to 359.05	45	45	45
359.05 to 355.60	35	35	35
355.60 to 345.20	25	25	25
WESTWARD, WHITE CITY TO TOLO		..	..
455.9 to 450.2	..	25	25

***PUC Order.

RULE 10-J. Passenger trains and light engines may operate at speed shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

Freight trains using retaining valve and light engines without dynamic brake in operation on descending grades between Ashland and Hornbrook must not exceed 15 MPH and light engines on descending grades elsewhere without dynamic brake in operation must not exceed speed shown for freight and mixed trains.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Black Butte and Edgewood	Montague to Edgewood Edgewood to Hornbrook	Ashland to Hilt Hornbrook to Ashland	Hilt to Montague	Ashland to Grants Pass Divide to Drain	Grants Pass and Glendale Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Springfield Jct.	Springfield Jct. to Divide	Roseburg to MP 522 Grants Pass to Ashland	MP 522 to Glendale	Tolo to White City
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917					5500	650	1375	650	1625	1375	1375	1100	
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045					5525	650	1400	675	1650	1400	1400	1125	
DF-1 to 12	6138 to 6470, 8022 to 8303, except	950	1600	475	1000	6050	800	1600	800	1875	1600	1600	1300	1000
	with 61:16 gear ratio													
	with 60:17 gear ratio					4750	625	1200	650	1450	1200	1200	975	
DF-100	5200 to 5202					4000	575	1175	575	1375	1175	1175	950	950
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	975	2200	625	1225	5000	1100	3000	1325	3525	3000	3150	1775	1400
DF-109, 111	4903 to 4905, 5250 to 5252					5000	1400	3150	1400	3700	3150	3150	2575	1575
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	1200	2600	775	1500	1000	1250	2600	1325	3100	2600	2600	2150	1400
DF-123, 126	5448, 5494 to 5507													
DF-500, 501	4800 to 4815													
DF-602	5892 to 5895													
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891													
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871													
DF-127	7000 to 7020	1475	3075	950	1800									
DF-617, 620	7200 to 7237													
DF-618	7300 to 7309													
DF-621	7400 to 7407													
DF-619, 622	7500 to 7527													
DF-800, 801	9000 to 9017, 9021 to 9023													
DF-802	9018 to 9020													
DS-1 to 8	1000 to 1032	285	660	165	365	4000	300	650	300	775	575	625	525	400
DS-9 to 12	1036 to 1090					4000	600	1150	600	1375	1150	1150	950	725
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	455	1025	275	565	4000	475	1025	500	1200	900	975	825	775
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	590	1400	365	730	4000	650	1400	675	1650	1400	1300	1125	775
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596					4000	600	1225	625	1450	1225	1225	1000	750
DS-200, 201	1900 to 1903													
DS-600 to 604	4600 to 4623, 4700 to 4703													
DS-605, 606	4624 to 4633													
DS-607	4634 to 4645													
DS-500 to 506	5100 to 5120					3000	425	850	425	1000	850	850	700	500

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

RULE 83-A. At following stations only the trains indicated will register:

Mapleton......Only trains instructed by train order.
Richardson......Only trains instructed by train order.

RULE 83-B. At open train order offices trains may register by ticket as follows:

Mapleton......All trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
652.29	Eugene	
764.28	Coos Bay	771.19
783.77	Coquille	787.50
794.02	Myrtle Point	795.36
801.91	Warner	802.95
806.75	Gaylord	808.10
811.85	Powers	

Eugene: Coos Bay Subdivision main track ends at Eugene at MP-648.4.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Between Eugene Yard and Danebo...OERy crossing.
Coos Bay......Coalbank Slough.

RULE 99-C. Will apply as follows:
On Coos Bay Branch.

RULE 104. The normal position of switches at junction points and end of double track is as follows:

Eugene Yard........Coos Bay line, for yard track.
Fairview Jct........CBTCo. connection, for SP main track.

RULE 221. Eugene Yard is a train order office only for westward trains originating, and eastward trains via Coos Bay Subdivision.

Light will not be displayed in train-order signal at the following stations, except when train-order operator is on duty.
Coquille.

Reedsport: All trains must obtain clearance at train order office located on draw span of Umpqua River Bridge (MP-739).

RULE 605. INTERLOCKING
When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Reedsport Drawbridge Tower: Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport.

Normal position of drawbridge is for water traffic.

When interlocking signal located approximately 650 feet east of Umpqua River Bridge displays green aspect, it will authorize movement of trains between Reedsport and train order office on draw span, which will supersede the superiority of trains.

North Bend Drawbridge Tower: Governs movement over Coos Bay drawbridge 1.7 miles west of North Bend.

Normal position of drawbridge is for water traffic.

RULE 872. Enginemen taking charge of engines at Eugene Terminal will consider engines as having been amply supplied and sanders operative.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
All engines	Vaughn—Beyond signs on International Paper Co. tracks located: 650 ft. east of Switch No. 2 on track 1; 650 ft. east of Switch No. 2 on track 2; 450 ft. east of Switch No. 3 on track 3; 1217 ft. east of Switch No. 5 on track 5.
" "	Mapleton—Beyond 792 ft. from switch on log loading spur, U.S. Plywood Corp.
" "	Kroll—Trestle on Crown Zellerbach log loading track.
All engines and cars	Reedsport—Beyond engine restriction signs on Umpqua River Navigation Co. hopper and log spur.
" " " "	Rogers—Beyond sand chute.
" " " "	Coos Bay—Must not use trestle on Kruse Log Dump spur. Bumper installed east end of Trestle.
All engines and loaded cars	North Bend—Old Town spur. Engines restricted beyond first road crossing.
All engines and cars	McCormac—Coos Bay Timber Co. (Georgia-Pacific Corp.) log dump tracks.
All engines	Overland-Zellner-Loney Co. spur beyond restriction sign 150 feet east of clear point.
All engines and cars	Johnson—Coos Bay Timber Co. (Georgia-Pacific Corp.) log dump track and siding.
" " " "	Fairview Jct.—Coos Bay Timber Co. track.

UTLX 49999 (tank car) may be operated except between Myrtle Point and Powers.

UTLX 50000 (tank car) restricted on all branch lines except Fall Creek Branch.

Reedsport: Do not switch cars under or through new chip loader on Cascade Plywood Co. Track No. 2.

North Bend: Do not switch cars under or through chip loader on Weyerhaeuser Company chip spur.

11. Load limit (car and contents):

Eugene-Myrtle Point	240,000 lbs.
Myrtle Point-Powers	169,000 lbs.

Unless authorized by Superintendent, heavier loads must not be handled.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description	
664.87	East of Veneta	4th Crossing Long Tom Creek	Side
669.50	East of Vaughn	Tunnel No. 13	Overhd & Side
681.10	East of Vaughn	Tunnel No. 14	Overhd & Side
720.70	East of Cushman	Tunnel No. 15	Overhd & Side
721.50	East of Canary	Tunnel No. 16	Overhd & Side
727.70	East of Canary	Tunnel No. 17	Overhd & Side
734.50	East of Kroll	Tunnel No. 18	Overhd & Side
739.64	East of Gardiner Jct.	Umpqua River Crossing	Overhd & Side
745.60	East of Reedsport	Tunnel No. 19	Overhd & Side
750.10	East of Reedsport	Tunnel No. 20	Overhd & Side
751.20	East of Reedsport	Tunnel No. 21	Overhd & Side
763.64	East of Cordes	Coos Bay Crossing (dwarf signals)	Side
795.90	East of Myrtle Point	Coquille River Bridge (1)	Overhd & Side
797.50	East of Estabrook	Coquille River Bridge (2)	Overhd & Side
800.60	East of Broadbent	Coquille River Bridge (5)	Overhd & Side
801.60	East of Broadbent	Coquille River Bridge (7)	Overhd & Side
802.70	East of Warner	Coquille River Bridge (8)	Overhd & Side
808.70	East of Gaylord	Rowland Creek Bridge (9)	Overhd & Side
809.30	East of Gaylord	Tunnel No. 1	Overhd & Side
813.30	East of Gaylord	Coquille River Bridge (14)	Overhd & Side

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
EASTWARD, EUGENE TO POWERS:		
648.40 to 651.10	30	30
651.10 to 652.00	35	35
652.00 to 633.74	49	49
663.74 to 665.35	40	40
665.35 to 668.27	30	30
668.27 to 668.69	25	25
668.69 to 670.07 (Tunnel 13)	30	30
670.07 to 672.01	40	40
672.01 to 674.09	30	30
674.09 to 677.53	40	40
677.53 to 678.06	30	30
678.06 to 680.39	40	40
680.39 to 698.52 (Tunnel 14)	30	30
698.52 to 703.50	40	40
703.50 to 703.62	30	30
703.62 to 712.00	40	40
712.00 to 716.11	35	35
716.11 to 716.43	30	30
***716.43 to 716.56 (Drawbridge)	15	15
716.56 to 726.95 (Tunnels 15 and 16)	30	30
726.95 to 727.68	35	35
727.68 to 727.95 (Tunnel 17)	25	25
727.95 to 733.38	35	35
733.38 to 733.55	30	30
733.55 to 734.46	35	35
734.46 to 734.79 (Tunnel 18)	25	25
734.79 to 739.64	35	35
739.64 to 740.25 (Drawbridge)	15	15
***740.25 to 740.61 (Reedsport)	10	10
740.61 to 744.70	35	35
744.70 to 746.50 (Tunnel 19)	30	30
746.50 to 749.52	40	40
749.52 to 750.10	45	45
750.10 to 750.30 (Tunnel 20)	25	25
750.30 to 751.20	45	45
751.20 to 751.33 (Tunnel 21)	25	25
751.33 to 752.94	45	45
752.94 to 753.21	35	35
753.21 to 757.39	45	45
757.39 to 757.56	40	40
757.56 to 763.37	49	49
763.37 to 763.95 (Drawbridge)	15	15
**763.95 to 765.50 (North Bend)	20	20
***765.50 to 768.90 (Coos Bay)	15	15
768.90 to 785.65	25	25
***785.65 to 786.35 (Coquille)	10	10
786.35 to 794.49	25	25
***794.49 to 813.50 (Powers)	15	15

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
WESTWARD, POWERS TO EUGENE:		
***813.50 to 794.49 (Powers)	15	15
794.49 to 786.35	25	25
***786.35 to 785.65 (Coquille)	10	10
785.65 to 768.90	25	25
***768.90 to 765.50 (Coos Bay)	15	15
**765.50 to 763.95 (North Bend)	20	20
763.95 to 763.37 (Drawbridge)	15	15
763.37 to 757.56	49	49
757.56 to 757.39	40	40
757.39 to 753.21	45	45
753.21 to 752.94	35	35
752.94 to 751.33	45	45
751.33 to 751.20 (Tunnel 21)	25	25
751.20 to 750.30	45	45
750.30 to 750.10 (Tunnel 20)	25	25
750.10 to 749.52	45	45
749.52 to 746.50	40	40
746.50 to 744.70 (Tunnel 19)	30	30
744.70 to 740.61	35	35
***740.61 to 740.25 (Reedsport)	10	10
740.25 to 739.64 (Drawbridge	15	15
739.64 to 734.79	35	35
734.79 to 734.46 (Tunnel 18)	25	25
734.46 to 733.55	35	35
733.55 to 733.38	30	30
733.38 to 727.95	35	35
727.95 to 727.68 (Tunnel 17)	25	25
727.68 to 726.95	35	35
726.95 to 716.56 (Tunnels 15 and 16)	30	30
***716.56 to 716.43 (Drawbridge)	15	15
716.43 to 716.11	30	30
716.11 to 712.00	35	35
712.00 to 703.62	40	40
703.62 to 703.50	30	30
703.50 to 698.52	40	40
698.52 to 680.39 (Tunnel 14)	30	30
680.39 to 678.06	40	40
678.06 to 677.53	30	30
677.53 to 674.09	40	40
674.09 to 672.01	30	30
672.01 to 670.07	40	40
670.07 to 668.69 (Tunnel 13)	30	30
668.69 to 668.27	25	25
668.27 to 665.35	30	30
665.35 to 663.74	40	40
663.74 to 652.00	49	49
652.00 to 651.10	35	35
651.10 to 648.40	30	30

**ICC Regulation. ***PUC Order.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Eugene and Noti MP 700.6 and McCormac	Noti to MP 671.5 MP 700.6 to Vaughn	Vaughn to Noti MP 671.5 to MP 700.6	Coos Bay to Myrtle Point	Myrtle Point to Coos Bay	Myrtle Point to Powers	Powers to Myrtle Point
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054. 5900 to 5909, 5916, 5917							
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045							
DF-1 to 12	6138 to 6470, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	①3175	2400	6050				
DF-100	5200 to 5202	3400	2550	4000	1125	1075		
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	3900	5000	1750	1625		
DF-109, 111	4903 to 4905, 5250 to 5252	5000	3850	5000				
DF-114, 116 to 118. 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	5475	4050	10000	1800	1725		
DF-123, 126	5448, 5494 to 5507							
DF-500, 501	4800 to 4815							
DF-602	5892 to 5895							
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891							
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871							
DF-127	7000 to 7020							
DF-617, 620	7200 to 7237							
DF-618	7300 to 7309							
DF-621	7400 to 7407							
DF-619, 622	7500 to 7527							
DF-800, 801	9000 to 9017, 9021 to 9023							
DF-802	9018 to 9020							
DS-1 to 8	1000 to 1032	1350	1000	4000	400	400		
DS-9 to 12	1036 to 1090				800	750		
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567				875	800		
DS-110, 114, 118	1442 to 1462, 1492 to 1513, 1539 to 1550				850	800		
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596				825	775		
DS-200, 201	1900 to 1903							
DS-600 to 604	4600 to 4623, 4700 to 4703	2800	2075	4000	950	900		
DS-605, 606	4624 to 4633				975	950		
DS-607	4634 to 4645				1100	1050		
DS-500 to 506	5100 to 5120	1725	1300	3000	575	550	500	1475

①Restricted to 15 MPH between Coos Bay and McCormac.

Georgia-Pacific engines may operate between Coos Bay and Powers except engine No. 11 must not operate between Myrtle Point and Coos Bay.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

RULE 10-J. Speed sign to left of track:

Eastward	Reading
MP 392.69	49

RULE 82-A. Extra trains originating at Alturas and operating between Alturas and Lakeview will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Alturas and are authorized to operate as Extra trains between Alturas and Lakeview without obtaining a clearance. Rule 99 will not apply between Alturas and Lakeview.

Extra trains originating at Wendel and operating between Wendel and Susanville will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Wendel and are authorized to operate as an extra train between Wendel and Susanville without obtaining a clearance at Wendel.

RULE 83. Extra trains originating at Alturas en route Lakeview, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Alturas must also be entered in column captioned "Signals." An extra train en route Lakeview must not leave Alturas until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Alturas accordingly.

Extra trains originating at Wendel en route Susanville, in addition to the information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Wendel must also be entered in column captioned "Signals."

An extra train en route Susanville from Wendel must not leave Wendel until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Wendel accordingly.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
425.67	Klamath Falls	432.66
551.80	" (Alturas Subdivision)	
528.60	Tule Lake	530.40
454.93	Alturas	461.23
	" (Lakeview Branch)	460.19
421.70	Sage Hen	423.71
356.00	Wendel	360.08
	" (Westwood Branch)	359.65

Klamath Falls: Movements of GNRy trains and engines between end of CTC and junction switch of GNRy will be directed by yardmaster.

Trains and engines approaching Klamath Falls Yard must not pass Signal 5528 unless flashing white light is displayed on mast of this signal. Flashing white light will authorize movement to east end of Track No. 17 where signal must be received from yardman before moving to receiving track.

RULE D-97-A will apply as follows:

On both main tracks between Mile Post 336.5, Flanigan and interlocking limits Mile Post 337.7.

RULE 99-C. Will apply between Klamath Falls Yard and Wendel and on Westwood Branch.

RULE 103-A. Alturas: Trains and engines must stop and vehicular traffic protected by a member of crew before crossing Main St. on Lakeview Branch.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew.

Tule Lake	First crossing west of station over spur track serving Osborne Potato Cellar and Tule Lake Cold Storage, MP 529.40.
Lakeview	Western Avenue Crossing, MP 512.50.

RULE 104. The normal position of rigid switches at junctions is as follows:

Klamath Falls	GNRy main track, for SP main track,
Klamath Falls	Alturas line, to yard track No. 17, for Alturas line,
Klamath Falls	OC&ERy main track, for yard track,
Alturas	Lakeview Branch for Klamath Falls main track.
Wendel	For Alturas line.

RULE D-251 will apply as follows:

On both main tracks between Mile Post 336.5, Flanigan and interlocking limits, Mile Post 337.7.

RULE 292. Wendel: Eastward freight trains or engines must not pass west switch Wendel unless flashing white light is displayed on mast at MP 357.15 or orally authorized to proceed.

When flashing white light is displayed at MP 357.15, trains and engines are authorized to enter No. 2 track and proceed to clear point at east end No. 2 track.

Telephone located at west switch Wendel.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "I" or "P-SA."

Eastward Signal	Protection	Westward Signal
P-SA P-SA	Spring switch, west end double track Flanigan	
	Spring switch, east end double track Flanigan	P-3379
	Spring switch, SP Co end WPRR connection	P-I
PI	High water detector bridge MP 345.68, between Herlong and Flanigan	P-I

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls: Trains or engines stopped by Signal 4293 may proceed at restricted speed.

Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line.

Signal 4297 just east of GNRy Lake Ewauna line connection on Cascade line, lower unit governs GNRy Bieber line or SP Alturas line.

Signal 4275.5. at fouling point ladder tracks between tracks Nos. 17 and 18 governs movement from all ladder tracks to Alturas line.

RULE 535. Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Alturas	Initial switch at west end of yard	Lead
Flanigan	West end double track, MP 336.5	Eastward track
Flanigan	East end WPRR connection, MP 336.5	WPRR main track
Flanigan	East end double track, MP 337.7	Westward track
*Wendel	West end yard track	No. 2 track

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*Equipped with switch-point indicator. Indicator does not indicate track occupancy, and will display green aspect when switch is lined for normal position. When indicator displays red aspect or unlighted, stop must be made and member of crew must examine and ascertain points are in proper position for movement before proceeding.

RULE 605. INTERLOCKING

Klamath Falls Yard: Limits of interlocking extend from westward interlocking signal opposite MP 427, 225 feet westward to eastward interlocking signal at MP 553.16 on Alturas line and

225 feet westward to eastward interlocking signal at MP 426.95 in Texum siding.

Instructions for manual operation of dual control power switch are posted near telephone.

When necessary to hand throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772.

Wendel-Flanigan: Limits extend between eastward signal east end double track MP 337.7, Flanigan and westward signal MP 357.2, Wendel, and is under control of signal operator, Wendel.

Flanigan: Limits extend between westward interlocking signals end of double track, MP 336.5 to WPRR signal, MP 384.35 and to SP eastward signal MP 336.2. WPRR connection on WPRR is dual control switch.

Two-unit westward interlocking signal west end double track MP 336.5 governs movements as follows:

Top Unit..................Via WPRR main track.
*Bottom Unit..............Across WPRR main track via SP.

*Unit equipped with letter type indicator for display of letter "S" which must be illuminated for movements via SP across WPRR main track. When letter "S" is illuminated, crews of SP trains operating via SP will hand throw spring switch at east end of WPRR connection for movement across WPRR main track and when spring switch properly lined, bottom unit will display proceed indication.

Route selection of trains over WPRR crossing is under control of WPRR train dispatcher.

When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train must proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

RULE 680. AUTOMATIC INTERLOCKING

Stronghold: Crossing GNRy MP 525.4.

When trains are stopped by signals governing the use of automatic interlocking, flagman must be sent to crossing to operate clockwork time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate "proceed" or red indicator on home signal must be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clockwork time release are posted on door of box.

GENERAL REGULATIONS

RULE 812. Be governed by current timetables, bulletins and rules of WPRR, on WPRR track between Mason and Westwood.

RULE 825. Instructions for setting hand brakes.
Klamath Falls and Klamath Falls Yard:

Passenger trains....................Two brakes on west end.
Freight trains.....................Five brakes on west end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

Klamath Falls Yard: Hand brakes will not be set on freight trains if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

RULE 827. Trains handling logs must stop and crew must inspect load and chains before entering yard at Klamath Falls.

With no dynamic brake in operation, eastward freight and mixed trains and light engines must stop at MP 430.00 for inspection.

With no dynamic brake in operation, westward freight and mixed trains and light engines must stop at MP 383.6 for inspection.

When retaining valves are used Sage Hen to Likely or Crest to Wendel, inspection must be made as prescribed by Rule 34.

Between Susanville and Westwood, a member of crew must watch track from rear of train for evidence of derailment so that in event of derailment, train may be stopped promptly.

Westward trains without dynamic brakes in operation, or consisting of over 900 tons using retaining valves between Westwood Jct. and Susanville will stop at MP 390.00 for inspection.

AIR BRAKE RULES

RULE 17. Retaining valves will be used on descending grades as follows:

AMBROSE TO CANBY

Freight and Mixed Trains

With no dynamic brake in operation, one retaining valve for each 70 tons in train.

When dynamic brake is in operation and tonnage of train exceeds 900 tons per 4-axle unit or 1800 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1800 tons per 4-axle unit or 2300 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

Passenger Trains

With no dynamic brake in operation, all accessible retaining valves must be turned up.

SAGE HEN TO LIKELY
SAGE HEN TO MADELINE
CREST TO CARLO
VIEWLAND TO WENDEL

Freight and Mixed Trains

With no dynamic brake in operation, one retaining valve for each 80 tons in train.

When dynamic brake is in operation and tonnage of train exceeds 1100 tons per 4-axle unit or 2400 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1800 tons per 4-axle unit or 2700 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

Passenger Trains

With no dynamic brake in operation, two-thirds of the retaining valves must be turned up on trains of 12 or more cars.

WESTWOOD JCT. TO SUSANVILLE

Freight Trains

Retaining valves will not be used on freight and mixed trains with dynamic brake operative with less than 900 tons. Trains consisting of over 900 tons or without dynamic brakes in operation will turn up one retaining valve for each 25 tons in excess of 900 tons, but not less than a block of ten retaining valves on head end of train.

RULE 24-B. Alturas and Wendel: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 25. Will apply at Ambrose on westward trains and at Sage Hen on eastward and westward trains except when conditions are favorable for making a running test approaching Ambrose and at Sage Hen, as the case may be, and engineer, after informing trainman in caboose that running test is to be made, receives positive information from trainman in caboose following the test that brakes did apply on caboose and that brake pipe pressure is being restored.

Will apply on westward trains at Crest and at Viewland when continuity of brake pipe has been disturbed after leaving Sage Hen or Crest.

Will apply to westward trains at Westwood Jct.

To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

Eastward: Madeline,
Westward: Ravendale.

RULE 33. Maximum tonnage per operative brake is as follows:

Ambrose to Canby	80 tons
Sage Hen to Likely	80 tons
Crest to Karlo	80 tons

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Sage Hen in both directions; and at Crest and Viewland westward.

MISCELLANEOUS

6. Eighty-five foot or longer TOFC, bi-level or tri-level cars, loaded or empty, must not be handled over Western Starch Company, Inc., spur at Hatfield.

10. Engines listed are not permitted to operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Alturas—Farmers Exchange spur beyond Fourth St.

Cars or engines must not be moved beyond a point 500 feet from switch on R. L. Smith Lbr. Co. track at west end house track, Canby.

11. Load limit (car and contents):

Alturas-Klamath Falls	263,000 pounds
Alturas-Flanigan	263,000 pounds
Alturas-Lakeview	199,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Klamath Falls	95 (Water)
Merrill	16 (Water)
Hackamore	10
Alturas	10 (Water)
Likely	18 (Water)
Madeline	32 (Water)
Ravendale	14 (Water)
Wendel	6 (Water)
Lakeview	68 (Water)

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3	MP MP Column:	1	2	3
EASTWARD, FLANIGAN TO KLAMATH FALLS:				WESTWARD, KLAMATH FALLS TO FLANIGAN:			
336.39 to 337.93	25	25	25				
337.93 to 357.27	60	60	60	428.70 to 427.00 (553.30)	15	15	15
357.27 to 358.70	15	15	15	553.30 to 553.21	15	15	15
358.70 to 359.03	15	15	15	553.21 to 552.91	25	25	25
359.03 to 365.78	30	30	30	552.91 to 497.81	49	49	49
365.78 to 367.64	40	40	40	497.81 to 497.20	40	40	40
367.64 to 375.00	49	49	49	497.20 to 485.05	49	49	49
375.00 to 380.03	35	35	35	485.05 to 480.29	25	25	25
380.03 to 392.69	30	30	30				
392.69 to 419.82	49	49	49	480.29 to 478.63	30	30	30
419.82 to 421.05	40	40	40	478.63 to 460.03	49	49	49
421.05 to 423.65	35	35	35	460.03 to 458.30	30	30	30
423.65 to 436.43	30	30	30	458.30 to 456.79 (Alturas)	15	15	15
436.43 to 439.20	40	40	40	456.79 to 455.11	25	25	25
439.20 to 443.95	45	45	45	455.11 to 443.95	49	49	49
443.95 to 455.11	49	49	49	443.95 to 436.43	45	45	45
455.11 to 456.79	25	25	25	436.43 to 423.65	30	30	30
456.79 to 458.30 (Alturas)	15	15	15				
458.30 to 460.03	30	30	30	423.65 to 418.75	35	35	35
460.03 to 478.63	49	49	49	418.75 to 392.69	49	49	49
478.63 to 480.29	40	40	40	392.69 to 380.03	30	30	30
480.29 to 485.05	25	25	25	380.03 to 375.00	35	35	35
485.05 to 497.20	49	49	49	375.00 to 367.64	49	49	49
497.20 to 497.81	40	40	40	367.64 to 365.78	40	40	40
497.81 to 552.91	49	49	49	365.78 to 359.03	30	30	30
552.91 to 553.21	25	25	25	359.03 to 358.70	15	15	15
553.21 to 553.30 (427.00)	15	15	15	358.70 to 357.27	15	15	15
427.00 to 428.70	15	15	15	357.27 to 337.93	60	60	60
				337.93 to 336.39	25	25	25
EASTWARD, WENDEL TO WESTWOOD:				WESTWARD, WESTWOOD TO WENDEL:			
358.70 to 359.03	15	15	15	411.30 to 407.20	35	30	35
359.03 to 379.23	25	25	25	407.20 to 405.00	25	25	25
379.23 to 385.75	20	20	20	405.00 to 401.00	20	20	20
385.75 to 387.25	25	25	25	401.00 to 397.40	25	25	25
387.25 to 393.50	20	20	20	396.40 to 394.75	20	20	20
393.50 to 394.75	25	25	25	394.75 to 393.50	25	25	25
394.75 to 397.40	20	20	20	393.50 to 387.25	20	20	20
397.40 to 401.00	25	25	25	387.25 to 385.75	25	25	25
401.00 to 405.00	20	20	20	385.75 to 397.23	20	20	20
405.00 to 407.20	25	25	25	397.23 to 359.03	25	25	25
407.20 to 411.30	35	30	30	359.03 to 358.70	15	15	15
EASTWARD, ALTURAS TO LAKEVIEW:				WESTWARD, LAKEVIEW TO ALTURAS:			
456.80 to 458.74	..	20	20	512.30 to 490.17	..	40	40
458.74 to 461.96	..	35	35	490.17 to 482.53	..	30	30
461.96 to 472.29	..	30	30	482.53 to 472.29	..	40	40
472.29 to 482.53	..	40	40	472.29 to 461.96	..	30	30
482.53 to 490.17	..	30	30	461.96 to 458.74	..	35	35
490.17 to 512.30	..	40	40	458.74 to 456.80	..	20	20

Between MP 460.03 (Alturas) and MP 478.63 (Canby) and on Lakeview Branch, maximum speed of trains as shown below must not be exceeded when handled by following engines subject to further restrictions shown in Speed Restrictions for Trains table:

DS-1 to 8, DS-100 to 122..35 MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10
Sage Hen, on balloon track	10

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Klamath Falls and Perez Canby and Alturas	Perez to Canby	Canby to Perez	Alturas and Lakeview	Likely to Sage Hen Wandel to Viewland Karlo to Crest	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel	Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Flanigan and Wendel	Ravendale to Crest Madeline to Sage Hen	Karlo to Viewland	Wendel and Susanville
DF-1 to 12	6138 to 6470, 8022 to 8303, except	2200	1700	850	1325	1275	6050	6050	3150	1775	2250	3375
	with 61:16 gear ratio											
	with 60:17 gear ratio											
DF-100	5200 to 5202											
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3025	2150	975	2075	1250	5000	5000	4400	2050	3175	
DF-109, 111	4903 to 4905, 5250 to 5252				2600							
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	3700	2600	1200	1925	1525	10000	10000	5425	2850	3750	5100
DF-123, 126	5448, 5494 to 5507											
DF-500, 501	4800 to 4815											
DF-602	5892 to 5895											
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	2375	1700	825		1225	10000	4075	1850	2875		4600
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871											
DF-127	7000 to 7020	4275	3075	1475	2525							
DF-617, 620	7200 to 7237											
DF-618	7300 to 7309											
DF-621	7400 to 7407											
DF-619, 622	7500 to 7527											
DF-800, 801	9000 to 9017, 9021 to 9023											
DF-802	9018 to 9020											
DS-1 to 8	1000 to 1032	925	660	285	550	400	4000	4000	1375	400	1375	1550
DS-9 to 12	1036 to 1090											
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1425	1025	455	825	625	4000	4000	2050	625	2050	2325
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1825	1300	590	1050	750	4000	4000	2650	1075	2050	3050
DS-113, 117, 120 to 122	1486, 1491, 1529 to 1538, 1568 to 1596											
DS-200, 201	1900 to 1903											
DS-600 to 604	4600 to 4623, 4700 to 4703											
DS-605, 606	4624 to 4633											
DS-607	4634 to 4645											
DS-500 to 506	5100 to 5120											

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

COOS BAY SUBDIVISION

EASTWARD						WESTWARD	
SECOND CLASS						SECOND CLASS	
756	754	Mile Post Location	Coos Bay Branch	Station Number	Distance from Powers	753	755
Local Freight	Local Freight		STATIONS SIDING CAPACITIES AND FACILITIES			Local Freight	Local Freight
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
		647.3	Yd. Lmts. 40 **EUGENE** BKP	15095	166.2		
AM 7.30	AM 12.01	648.7 648.4	Yd. Lmts. TO-R **EUGENE YARD** BKDTYP	15097	165.1	AM 10.45	PM 6.15
8.00	12.10	651.6	56 **DANEBO**	15603	161.9	10.30	6.00
8.15	12.26	660.5	42 **VENETA** P	15612	153.0	10.15	5.45
8.25	12.34	665.3	17 **NOTI** P	15617	148.2	10.05	5.35
9.25	1.14	685.0	56 R **RICHARDSON** P	15637	128.5	**9.25**	4.55
9.50	1.38	697.1	56 **SWISSHOME** P	15649	116.4	9.00	4.30
11.05	1.54	705.3	93 TO-R **MAPLETON** P	15657	108.2	8.45	4.15
11.30	2.12	715.0	90 **WENDSON** P	15667	98.5	8.20	3.50
AM 11.40	2.15	716.3	**CUSHMAN** P	15668	97.2	8.10	3.40
PM 12.10	2.48	732.8	**KROLL** P	15685	80.7	7.35	3.05
12.45	2.59	738.8	**GARDINER JCT.** P	15691	74.7	7.20	2.50
1.20	3.04	739.9	49 TO **REEDSPORT** P	15692	74.5	7.10	2.40
2.00	3.44	759.3	58 **HAUSER** P	15711	54.2	6.30	**2.00**
2.15	3.49	763.0	56 **CORDES**	15715	50.9	6.20	1.50
2.25	3.57	765.6	Yard Limits **NORTH BEND** P	15717	47.9	6.10	1.40
2.45 PM	4.15 AM	768.9	Yard Limits TO-R **COOS BAY** BKYP	15721	44.6	6.00 AM	1.30 PM
		770.5	Yard Limits **McCORMAC** P	15722	43.0		
		771.3	**CLEO**	15723	42.2		
		778.5	50 **OVERLAND** P	15730	35.0		
		785.0	Yd. Lmts. **FAIRVIEW JCT.** P	15737	28.5		
		785.8	Yd. Lmts. 94 TO-R **COQUILLE** BPK	15738	27.7		
		788.6	38 **JOHNSON** P	15740	24.9		
		791.8	37 **NORWAY** P	15744	21.7		
		794.7	44 Yd. Lmts. **MYRTLE POINT** P	15746	18.8		
		799.7	**BROADBENT**	15751	13.8		
		802.1	40 Yd. Lmts. **WARNER** P	15754	11.4		
		807.6	38 Yd. Lmts. **GAYLORD** P	15759	5.9		
		813.5	56 Yd. Lmts. TO-R **POWERS** BKP	15765	0.0		
Arrive Daily	Arrive Daily		(166.2)			Leave Daily	Leave Daily
756	**754**					**753**	**755**

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
5E	..	652.8	Finn............(Spur)	15604
..	..	668.3	Vaughn..............	15620
..	..	697.8	Siuslaw..............	15650
9E	..	699.2	Tide ....(Spur)	15651
..	..	710.3	Beck................	15662
17E	P	721.3	Canary.........(Spur)	15673
10E	..	737.2	Franz...........(Spur)	15689
..	P	752.1	Lakeside.............	15704
8	..	761.8	Rogers...............	15714
..	..	773.1	Hayden..............	15725
..	..	781.2	Chrome..............	15733
..	..	796.4	Estabrook	15748

ALTURAS SUBDIVISION

EASTWARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Klamath Falls	WESTWARD SECOND CLASS 551 Freight Arrive Daily	 553 Freight Arrive Daily	 555 Freight Arrive Daily	 651 Freight Arrive Daily	 653 Freight Arrive Daily	 655 Freight Arrive Daily
	336.4	ABS { **FLANIGAN** IP } DT	13760	218.5						
	349.8	**HERLONG** I	13774	205.1						
	358.7	Yd. Lmts. TO-R **WENDEL** BKIYP	13783	196.2				AM 7.50	PM 3.50	PM 11.50
	374.7	101 **KARLO** P	13799	180.2				7.20	3.20	11.20
	392.5	115 **CREST** P	13816	162.4				6.35	2.35	10.35
	408.2 408.1	119 **MORAN** P	13832	146.7				6.10	2.10	10.10
	423.3	114 Yd. Lmts. **SAGE HEN** YP	13847	131.5				5.30	1.30	9.30
	438.7	114 TO **LIKELY** P	13863	116.1				4.31	12.31	8.31
	457.3 458.3	Yd. Lmts. TO-R **ALTURAS** BKWDYP	13881	97.5	AM 3.35	AM 11.35	PM 7.35	4.01 AM	12.01 PM	8.01 PM
	477.7	95 TO **CANBY** P	14819	78.1	3.05	11.05	7.05			
	485.4	74 **AMBROSE** P	14827	70.4	2.40	10.40	6.40			
	493.6	73 **HACKAMORE** P	14835	62.2	2.05	10.05	6.05			
	506.1	96 **PEREZ** YP	14848	49.7	1.16	9.16	5.16			
	524.3	70 **STRONGHOLD** P	14866	31.5	12.53	8.53	4.53			
	529.7	38 Yd. Lmts. TO **TULE LAKE** P	14871	26.1	12.46	8.46	4.46			
	533.2	95 **HATFIELD** P	14875	22.6	12.41	8.41	4.41			
	537.9	70 **MERRILL** P	14880	17.9	12.35	8.35	4.35			
	547.1	70 **STUKEL** P	14889	8.7	12.20	8.20	4.20			
	555.0 428.7	Yd.Lmts. { TO-R **KLAMATH FALLS YARD** BDKIYP	14508	0.8	12.01 AM	8.01 AM	4.01 PM			
	429.5	R **KLAMATH FALLS** BDKTP	14509	0.0						
		(218.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					551	553	555	651	653	655

EAST-WARD	Mile Post Location	Lakeview Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Lakeview	WEST-WARD
	458.3 456.8	Yd. Lmts. TO-R **ALTURAS** BKWDYP	13881	55.5	
	512.3	**LAKEVIEW** YP	14956	0.0	
		(55.5)			

EAST-WARD Mile Post Location	Westwood Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance from Mason
358.7	Yd. Lmts. R **WENDEL** BKYP	13783	48.5
381.9	**SUSANVILLE** P	14223	25.3
400.1	15 **WESTWOOD JCT.** P	14241	7.1
407.2	**MASON** P	14249	0.0
	(48.5)		
407.2	**MASON**	14249	
411.3	**WESTWOOD**	14253	

RULE 5. Time at Alturas applies at train-order office.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Alturas line	
25W	P	398.0	Ravendale . . . . . (Spur)	13822
35E	P	418.9	Madeline . . . . . (Spur)	13843
13E	P	443.6	Bayley . . . . (Spur)	13868
9W	P	446.4	McArthur . . . . . (Spur)	13870
59	P	459.9	Juniper	14802
..	..	500.8	Meares	14843
..	..	515.4	Cornell	14857
22E	..	520.3	Copic . . . . (Spur)	14862
36E	P	521.9	Staley . . . . . . (3 Spurs)	14864
..	..	527.7	Tuber	14869
50	..	536.0	Malone	14878
13W	..	541.0	Lost River . . . . . (Spur)	14883
25E	..	543.8	Hosley . . . . (Spur)	14886
4E	..	548.1	Gem . . . . (Spur)	14890
5E	..	550.3	Spring Lake . . . (Spur)	14892
			Lakeview Branch	
..	..	478.6	Davis Creek	14922
6W	..	491.2	Willow Ranch . . (Spur)	14934
			Westwood Branch	
13W	P	367.1	Litchfield . . . . (Spur)	14208
10E	P	374.9	Leavitt . . . . (Spur)	14216
16E	P	394.8	Goumaz . . . . (Spur)	14236